

Hudson County Regional CEDS 2020-2024



Comprehensive Economic Development Strategy Part 1

Prepared by The Hudson County
Division of Planning



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CHAPTER 1 INTRODUCTION

1.1 PURPOSE OF THE CEDS

The Comprehensive Economic Development Strategy (CEDS) is a strategic blueprint to plan for regional economic development and build regional resiliency in the county¹. The purpose of the Hudson County Comprehensive Economic Development Strategy 2020-2024 document is for the county to fulfill the requirement to update its CEDS at least once every five years to qualify for U.S. Economic Development Administration (EDA) assistance under the Public Works and Economic Adjustment Assistance programs. This plan will be an update to the last version of the CEDS plan, Hudson County CEDS 2015-2019, with new currently available data and strategies relevant to today's conditions. This strategic plan will fulfill all required elements highlighted in federal regulations governing the CEDS (13 C.F.R. § 303.7).



1.2 STRUCTURE OF THE CEDS

The Hudson County Comprehensive Economic Development Strategy (CEDS) 2020-2024 will consist of two parts that will fulfill all necessary requirements that the U.S. EDA mandates.

Part 1 covers background information and includes analysis on the most up-to-date data available at the time of writing. All background information has been collected and analyzed by the Division of Planning.

Part 2 feature goals and strategic actions for the next 5 years. This section includes policy recommendations based off the background information collected in Part 1. This section will be a collaborative effort between the Hudson County /Jersey City Workforce Development Board and the Hudson County Economic Development Corporation as well the Municipalities in the county.

Part 1 will include the following:

Summary Background: A summary background of the economic conditions of the region.

To properly analyze the impact of the COVID-19 pandemic on the economy and quality of life in Hudson County, the CEDS requirement on background information has been broken into five sections.

Demographics: With the release of the 2020 Census, a demographic analysis will show the population of Hudson County in 2020. Due to the limiting data on the 2020 Census data, American Community Survey (ACS) 2019 5-Year estimate data will be used alongside the decennial census data.

Pre-COVID Information: Data on trends before COVID-19 hit the United States in early Spring of 2020.

Post-COVID Information: Data on trends during the COVID-19 pandemic, after the declaration of the state of emergency in Mid-March 2020 – to the beginning of the vaccination efforts in January 2021.

Recovery Efforts: Efforts on getting the economy and life back to “normal” starting January 2021.

Economic Resilience Element: The concept of economic resilience is a U.S. EDA requirement that needs to be addressed in the CEDS plan. The county needs to address how it will have the ability to avoid, withstand, and recover from economic shifts, natural disasters, and the impacts of climate change. This section will cover recent efforts.

Municipal Profiles: Information highlighting respective Municipalities in the County.

Additional information will be in the Appendix section of the plan.

Part 2 will include the following:

SWOT Analysis: An in-depth analysis of regional strengths, weaknesses, opportunities, and threats. A SWOT analysis will be done for the following topics:

Socio-Economic

Labor, Workforce, and Industry

Real Estate

Location & Transportation

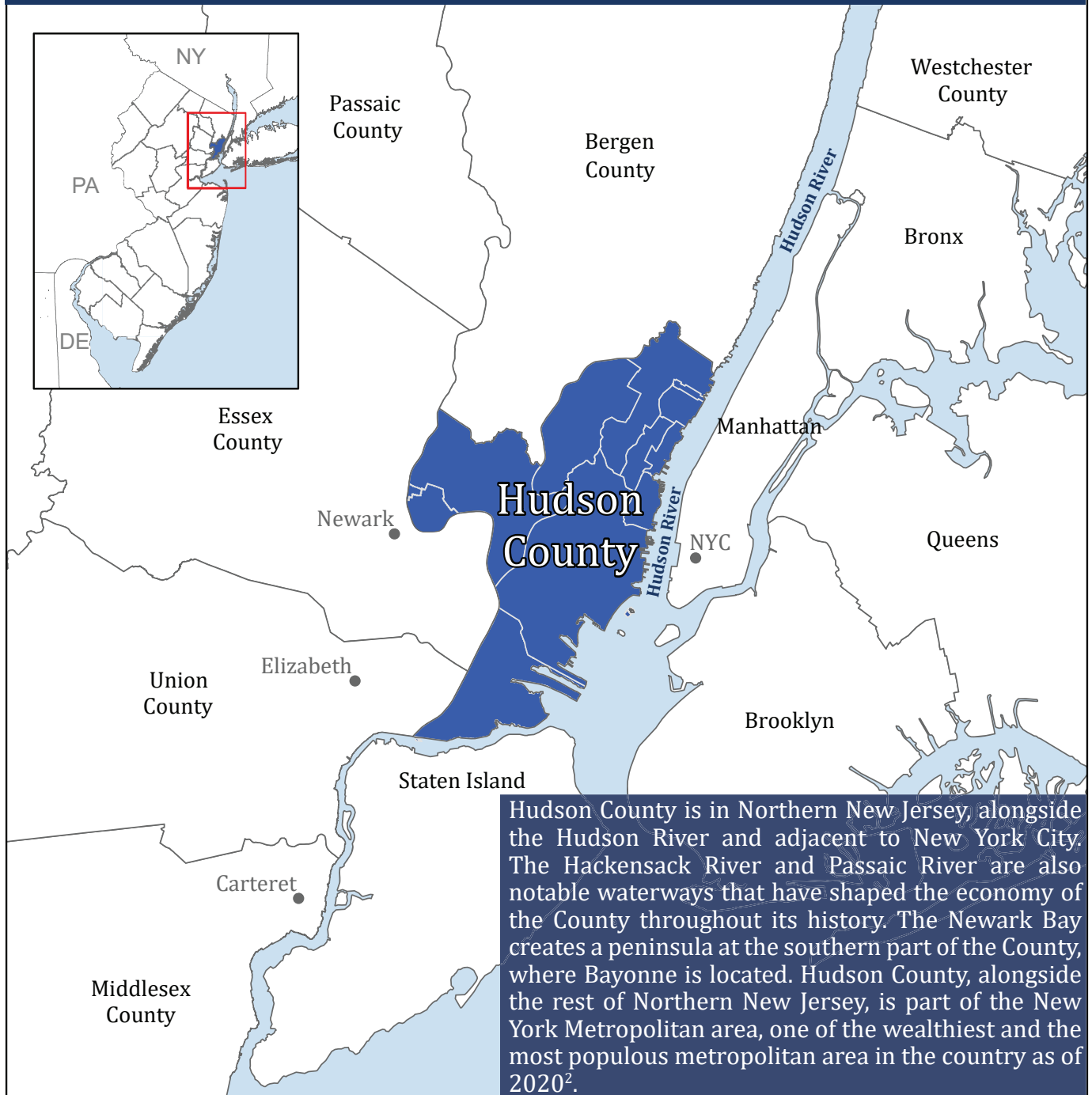
Strategic Direction/ Action Plan: The strategic direction and action plan has been built from findings in the SWOT analysis.

Evaluation Framework: Performance measures used to evaluate the implementation of the CEDS and its impact on the regional economy.

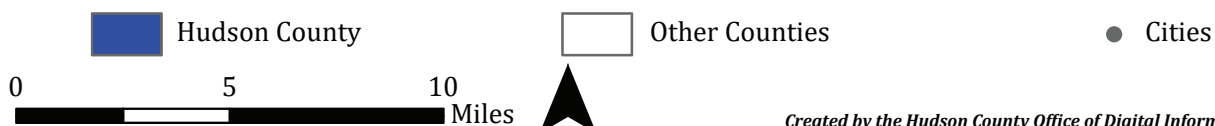
1.3 GEOGRAPHIC LOCATION

Figure 1 - New York City Metropolitan Area

HUDSON COUNTY 2020 - 2024 CEDS REPORT REGIONAL CONTEXT



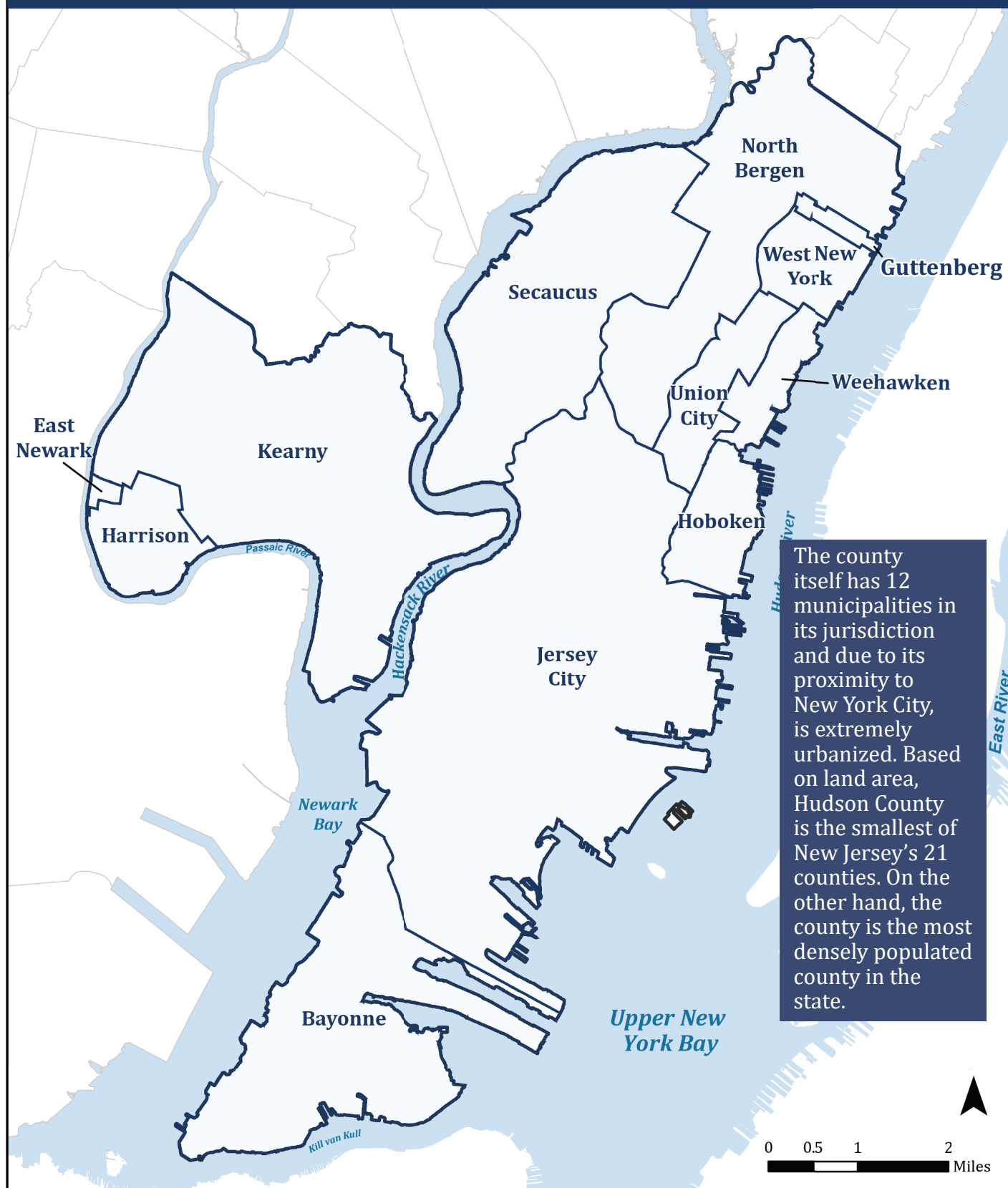
REGIONAL CONTEXT - MAP KEY



Created by the Hudson County Office of Digital Information 2024

Figure 2 - Hudson County Map

HUDSON COUNTY 2020 - 2024 CEDS REPORT MUNICIPALITIES



A Brief History of Hudson County:

Before Hudson County was settled by Europeans, Native Americans of the Lenni Lenape Tribe, known locally to Dutch settlers as Hackensack and Tappan tribes, were the first known peoples to live here³. Hudson County was originally settled by the Dutch when they claimed the land discovered by Henry Hudson in 1609. Michael Pauw, a burgomeister of Amsterdam, bought the land that extended from present day Hoboken and extended south to the Bayonne peninsula and called the land Pavonia. The initial settlers of Pavonia were Dutch farmers who set up farms in scattered sites throughout the area.

Hudson County has historically been home to recent immigrants to the United States. During the 19th century, the County's population and labor force was composed largely of immigrants. Irish immigrants began to come to the County in significant numbers about 1820, increasing significantly in the mid-1840s as tens of thousands of refugees fled Ireland when the potato crop failed. Late in the 1840s the Germans began their immigration to the United States. Between 1840 and 1870, the population of Hudson County increased significantly as the Italians, Poles, Slovaks, Russians, and Ukrainians joined the Irish and Germans as the major ethnic forces fighting for a share of the American promise. Transportation improvements during the 19th century transformed the county from an agrarian society to an industrial powerhouse. In fact, by the end of the century, the railroads had obtained almost the entire Hudson County waterfront in an attempt to meet the increasing demand for rail freight services.

In the 20th century, the County's population shifted to being a multi-racial blend. Throughout the first decades of the 20th century, West Indians and African Americans from Southern States arrived in a small but steady stream. The need for workers in the factories during World War II induced many more African Americans to migrate from the South and this movement continued throughout the 1960s. The first airborne migration, that of the Puerto Ricans starting in the late 1940s, introduced a new dimension into the population. In 1960 the first of two large waves of exiles from Castro's Cuba arrived in Hudson County. Unlike the Puerto Ricans who were concentrated in Jersey City and Hoboken, the Cubans moved to north Hudson County and crowded into Union City, West New York, and North Bergen.

Within a few years north Hudson County became second to only Miami in its number of Cubans. By the mid to late 1970's, the economic fate of Hudson County began to improve. Abandoned rail yards along upper New York Bay were transformed into Liberty State Park. Over 44,000 jobs were created in the region as hundreds of new businesses opened or relocated near the entertainment and sports center located in the Meadowlands. By the mid-1980's Secaucus became a thriving commercial and residential center. Another dramatic change occurred along the Hudson River waterfront, where the former rail yards were redeveloped for a variety of new large-scale mixed-use projects. This redevelopment trend continues today, making Hudson County one of the few urban counties to experience a stable population and employment base⁴.



This mural is titled "*Purchase of Territory of North Bergen from the Indians*". Picture taken at the North Bergen Post Office.



Hoboken in 1908.
Source: Hoboken Historical Museum

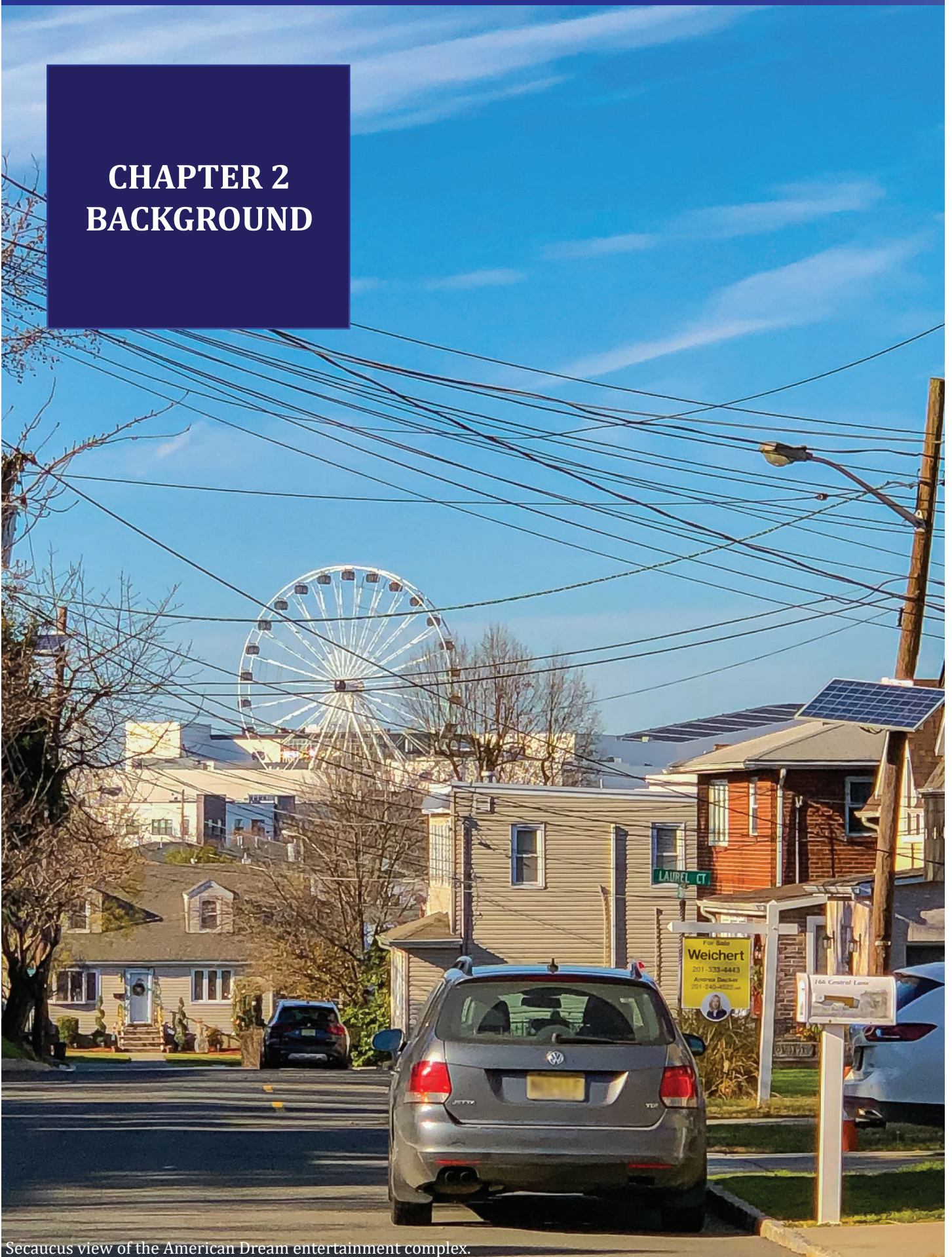


"*View From the Palisades - West New York*". Picture taken at the West New York Post Office.



Drone shot above Jersey City's Waterfront, which become a hub for the financial industry.

CHAPTER 2 BACKGROUND



Secaucus view of the American Dream entertainment complex.

2.1 DEMOGRAPHICS

Understanding demographics is important to properly grasp trends, recommend policy, and create strategic innovations in any given environment. Thanks to the 2020 Census, the data evaluated throughout this section will be the most accurate publicly available data at the time of writing. However, due to the limited topics covered in the 2020 decennial census, American Community Survey 2019 5-year estimates data was also used to evaluate recent trends occurring throughout the county.

The Population of Hudson County/NY-Metro Area/NJ/USA

In the 2020 Census count, Hudson County was counted to have 724,854 residents and had the largest percentage increase of population out of all 21 New Jersey Counties and NY-Metro sub-regions. The County surpassed the growth rate of the country and state adding 90,588 people or +14.3% of its 2010 population. The State's and Country's growth compared to 2010 was 5.7% and 7.4% respectively⁵.

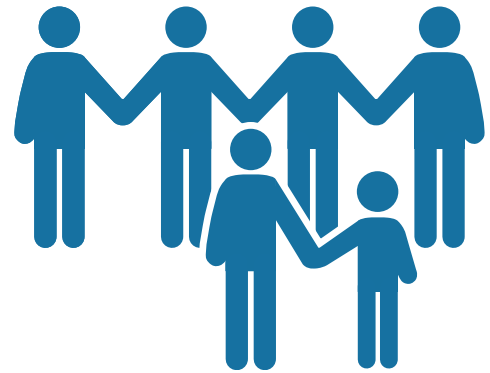


Figure 3 - NYC Metro Area Growth

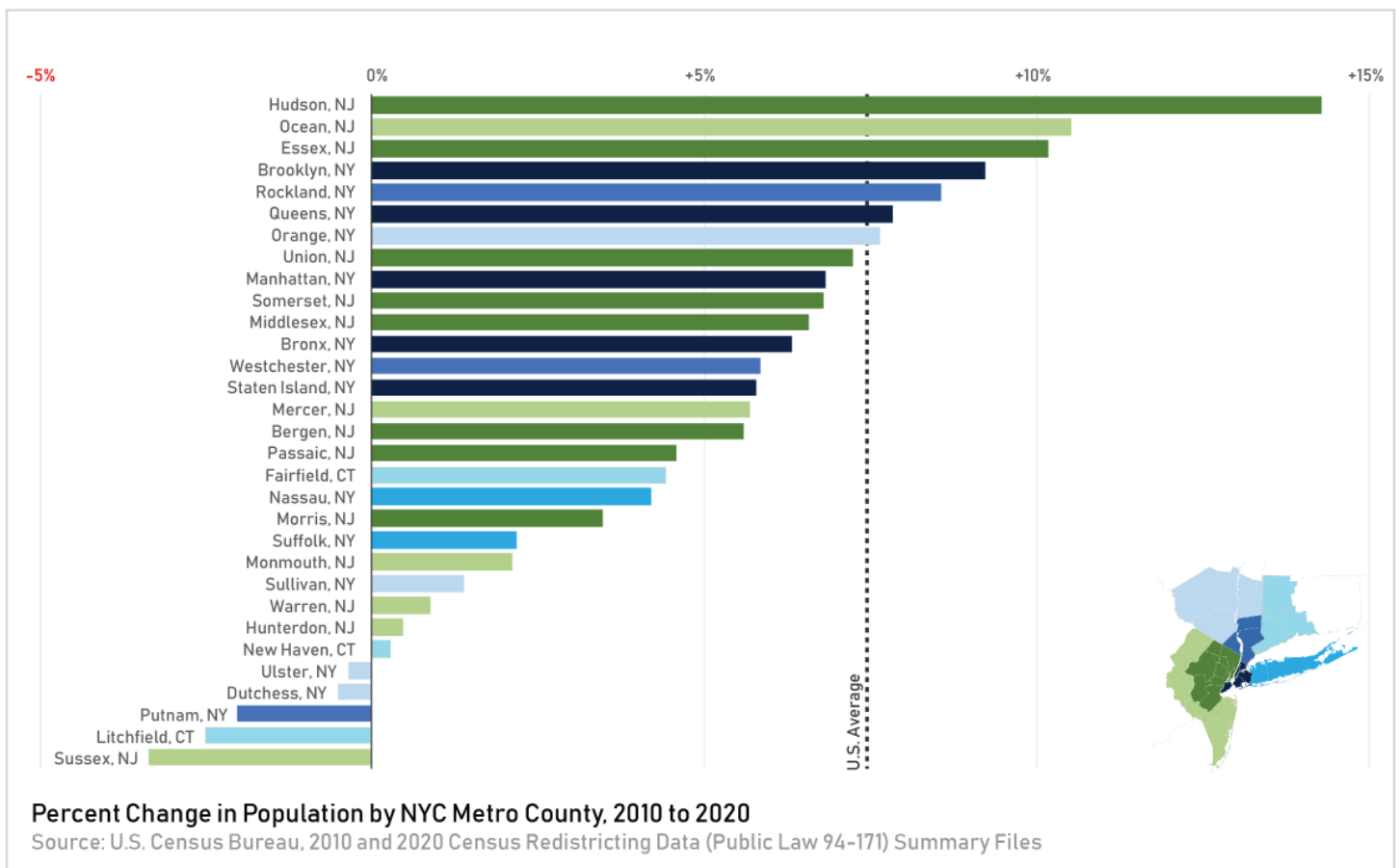
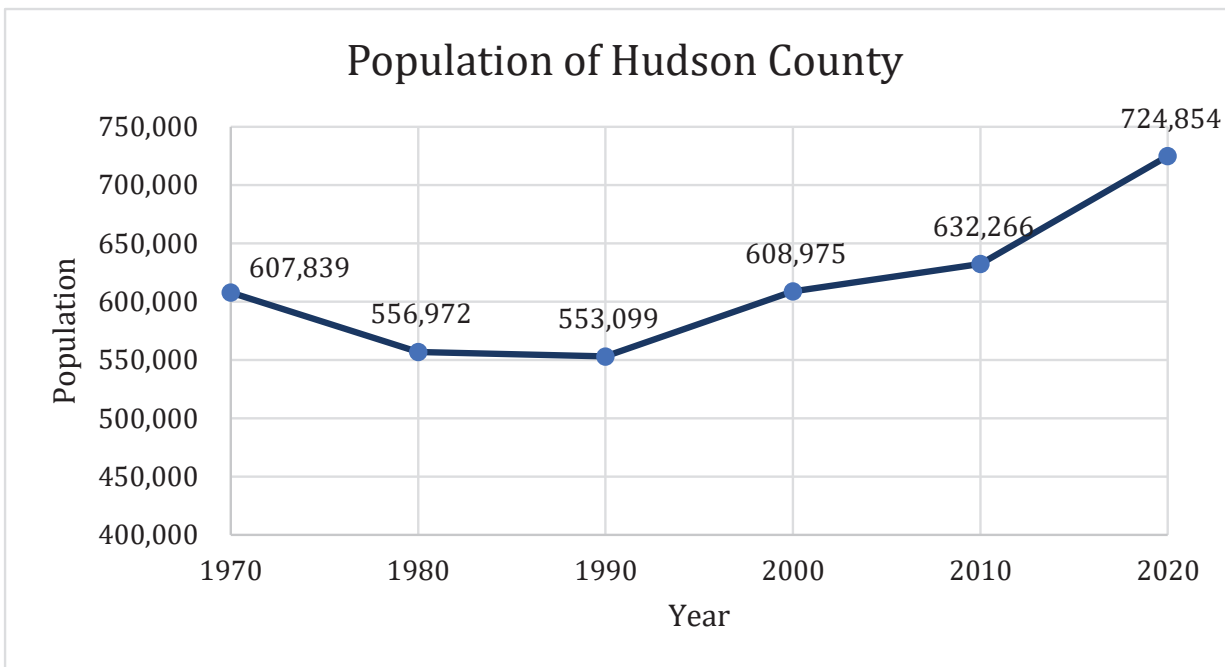


Chart Source: NYC Planning

Growth through the Decades

Chart 2.2 shows the population of Hudson County in the last 50 years. Since 1990, the county has been experiencing a period of population growth and is currently the most populous it's been in its history. Many factors may have affected this such as the high cost of housing in New York City and the county's proximity to the city making it an attractive alternative. The county also has a wide range of transportation options that make it a great place to live for retiring baby boomers and young professionals. Moving forward, the county needs to assess how its current resources are addressing the need of its residents and how it can continue to do so.

Figure 4 - Hudson County Population Growth



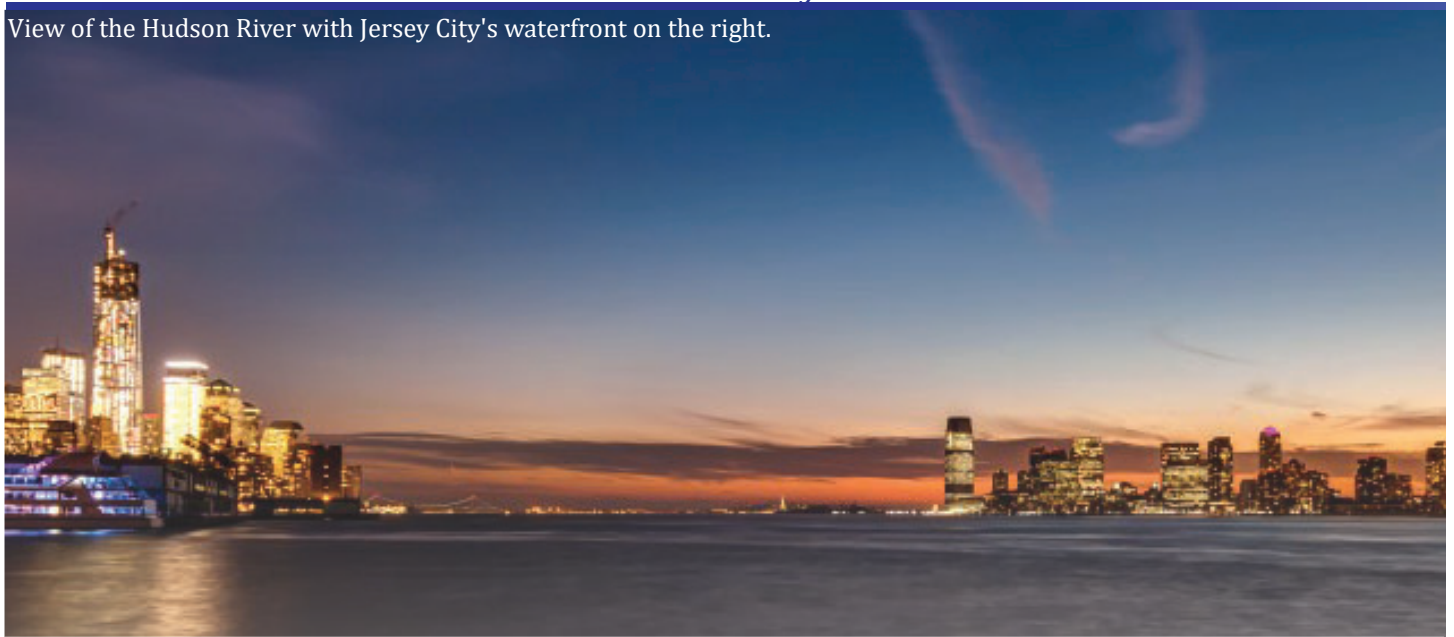
Source: U.S. Census Bureau 1970-2020

Hudson County has experienced a population growth of 31% since 1990.



Hudson County CEDS

View of the Hudson River with Jersey City's waterfront on the right.



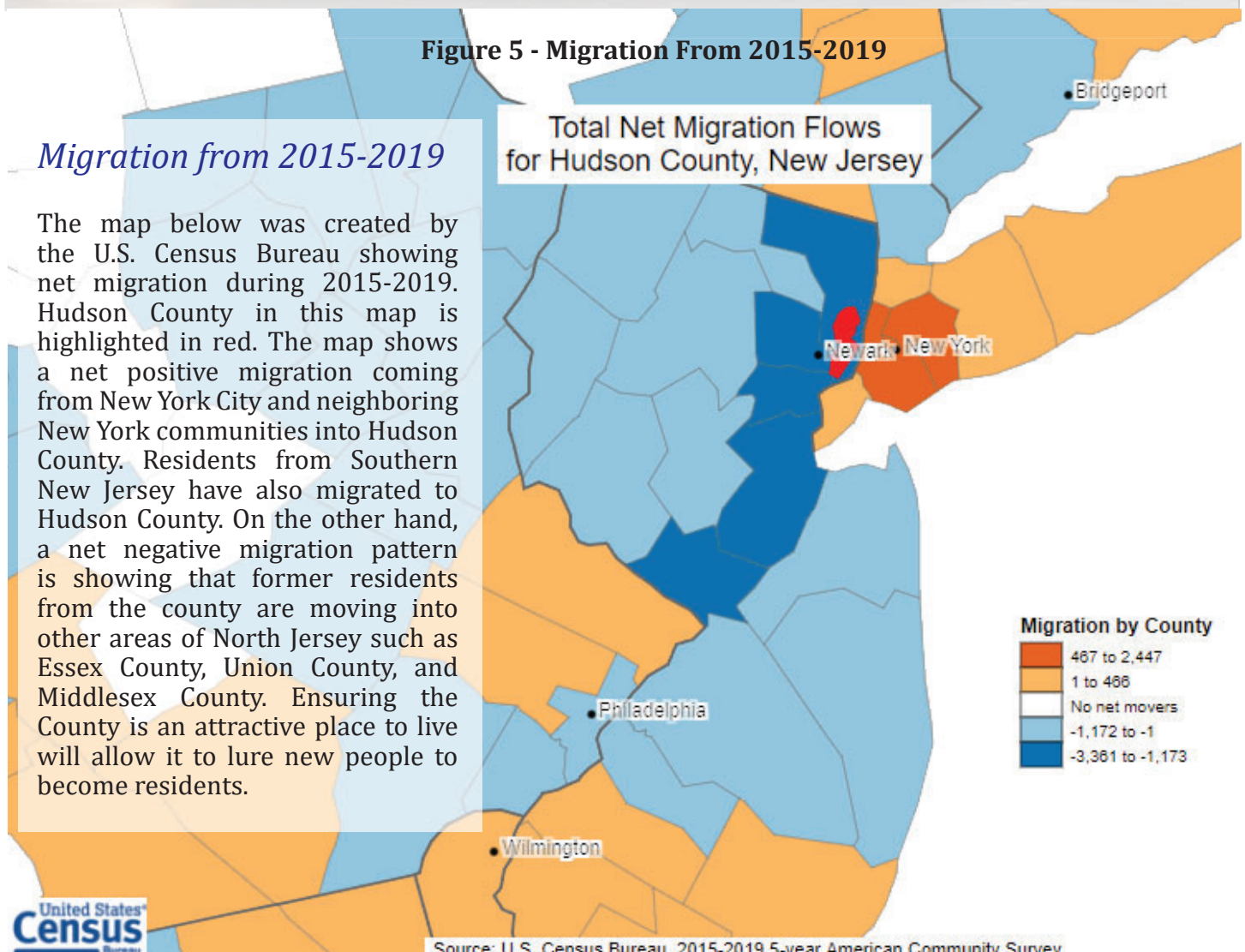
The County's proximity to New York City is one of its strengths that draws new residents into its jurisdiction.

Figure 5 - Migration From 2015-2019

Migration from 2015-2019

The map below was created by the U.S. Census Bureau showing net migration during 2015-2019. Hudson County in this map is highlighted in red. The map shows a net positive migration coming from New York City and neighboring New York communities into Hudson County. Residents from Southern New Jersey have also migrated to Hudson County. On the other hand, a net negative migration pattern is showing that former residents from the county are moving into other areas of North Jersey such as Essex County, Union County, and Middlesex County. Ensuring the County is an attractive place to live will allow it to lure new people to become residents.

Total Net Migration Flows
for Hudson County, New Jersey



Source: U.S. Census Bureau, 2015-2019 5-year American Community Survey

Diversity in Hudson County:

One of the county's greatest strengths is its diverse population. For most of its history, Hudson County has been a key place for immigrants of all walks of life to come and build a better life for themselves in the United States. As a result, the county has always been a community with different cultures and ethnic groups. Jersey City, the biggest municipality in the county, is constantly awarded the title of "Most Diverse City" in the United States. Both Secaucus and Bayonne became majority-minority municipalities after the 2020 census county. The following information was derived from the 2020 Census count.

In terms of race, 34% of the county's population is white, which is significantly smaller than the state's and the country's percentages, 55% and 62% respectively. Today, Hudson County is one of the most diverse places in New Jersey and the United States. About 40% of the county population identifies as Hispanic or Latino, compared to the 22% of the state and 19% of the country. The annual New Jersey Hispanic Parade is hosted in North Hudson which is prominently made up of a Hispanic origin population. Out of all municipalities in the county, Union City has the highest concentration of people who identify as Hispanic or Latino, at 82%. Following Union City is West New York at 76% and North Bergen at 71%. This festival attracts many people of Hispanic origin who live outside the county into the North Hudson.

Apart from the large Hispanic population, there is also a significant concentration of Asian population in the county, 17% of the total population. Jersey City is home to India Square, which is an enclave of South Asian-origin people. India Square is host to the annual Navaratri Festival; a Hindu festival celebrated over nine nights. Like the State's annual Hispanic Parade, the Navaratri Festival attracts people of Indian origin into Jersey City to celebrate.

In the 2020 Census count, about 11% of the county population identified as Black, similar to the state's 13% and the country's 12%. In 2020, New Jersey, Hudson County, and its municipalities designated the third Friday in June as a public holiday known as Juneteenth Day, also known as Freedom Day. Juneteenth celebrates the end of slavery in the United States and is considered the longest-running African American holiday. Jersey City is also home to the Afro-American Historical and Cultural Society Museum at the Earl A. Morgan Library Branch.



North Hudson hosts the annual Hispanic Parade of New Jersey, a celebration of all Latin American cultures.

Image Source: North Bergen Township



Jersey City's India Square is home to the annual Navaratri festival

Image Source: nj.com

Figure 6 -Hudson County Race Diversity Comparison

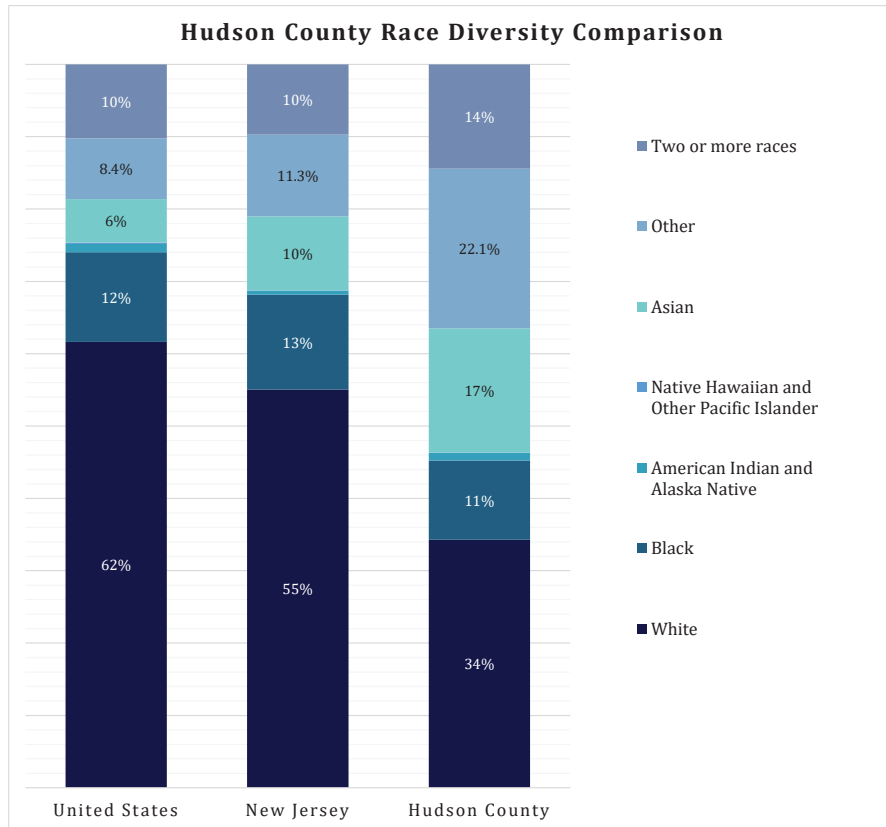
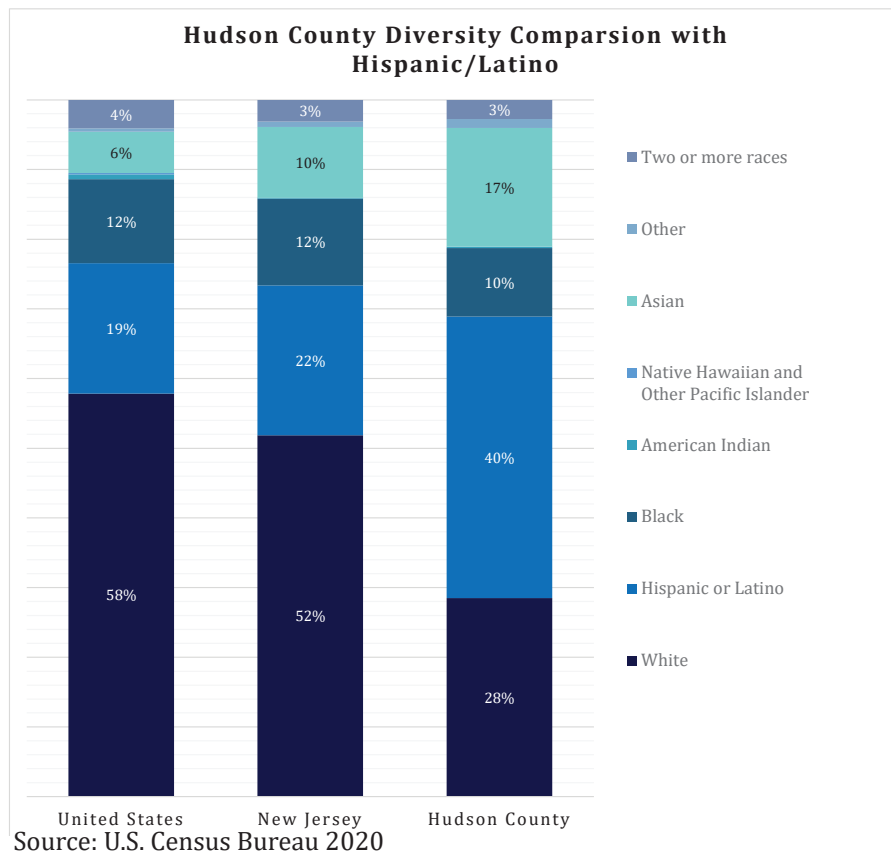


Figure 7 -Hudson County Ethnicity Comparison

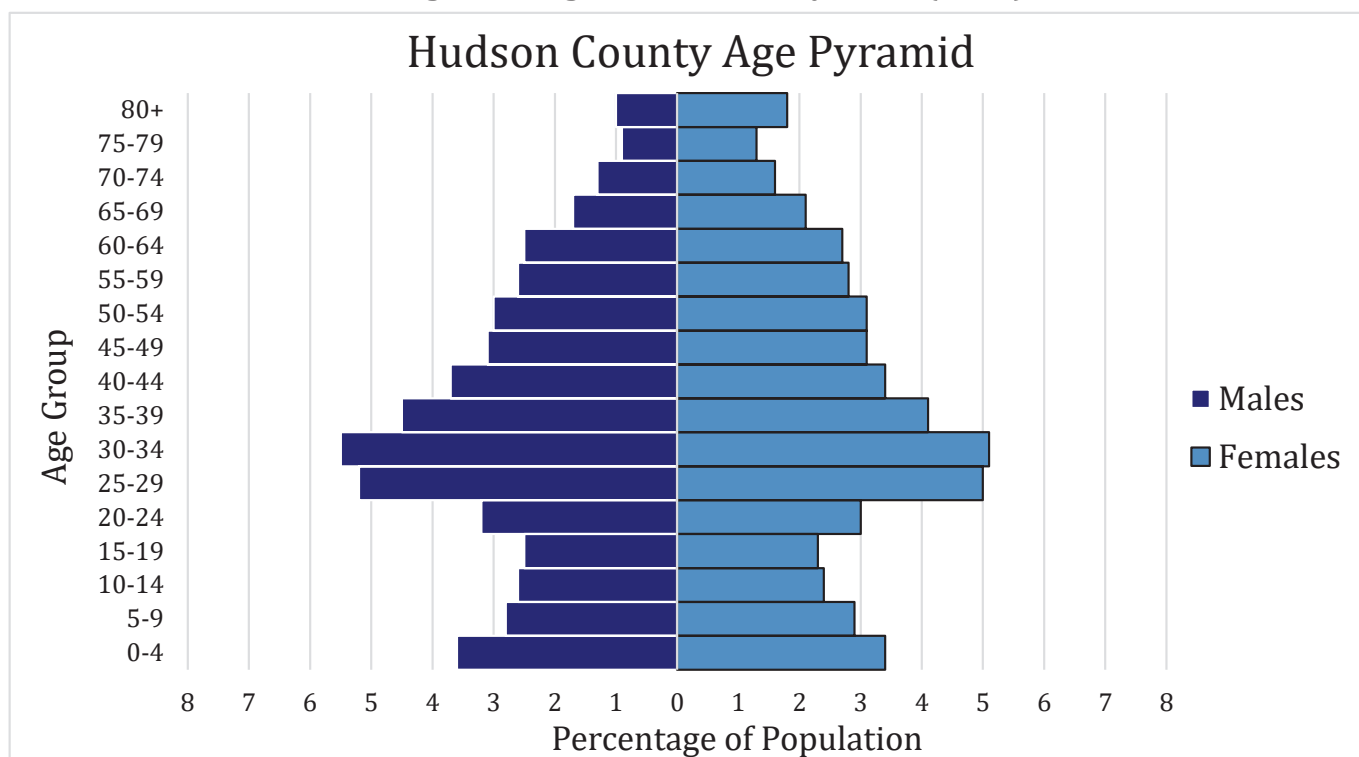


Age Distribution

An age pyramid allows researchers and policymakers to visualize current population trends and distribution. The age pyramid of the County shows a big concentration of people in the 25-39 age groups. This signifies that the County has a big workforce population. These age cohorts may be from outside workers moving into the county as seen by the huge population growth in the last decade. The County also has a sizeable 0-4 population which correlates to the 25-39 age group since this is the age of early-stage families.

Like many parts of the country, the Hudson County age pyramid reveals that the county will see an increase in retirement numbers in the next decade. Over 20% of the county population is 55 years or older⁶. The American Hospital Association predicted that there will be shortages of up to 122,000 physicians by 2032 in the United States, due to its aging population⁷.

Figure 8 - Age Distribution Pyramid (2019)



Source: U.S. Census Bureau ACS 2019 5-Year Estimates

“The U.S. needs more than 200,000 new registered nurses (RNs) each year to meet increasing health care needs and to replace nurses entering retirement”.

– American Hospital Association

Educational Attainment

Hudson County has seen a growth in bachelor's degree attainment every year since 2012. The importance of obtaining a college degree in today's workforce is a big driver of this trend. From 2012 to 2019, the number of people in the county with a bachelor's degree or higher increased by 6%⁸.

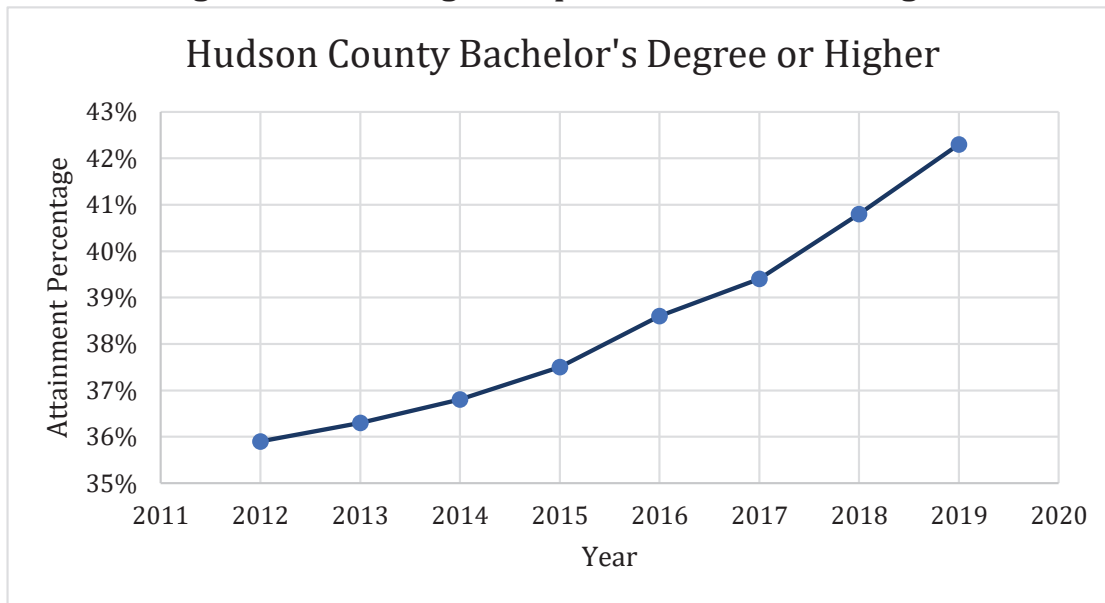
In 2019, the County had a greater population with a bachelor's degree education than the State and the Country as a whole. The County also



Hudson County CEDS

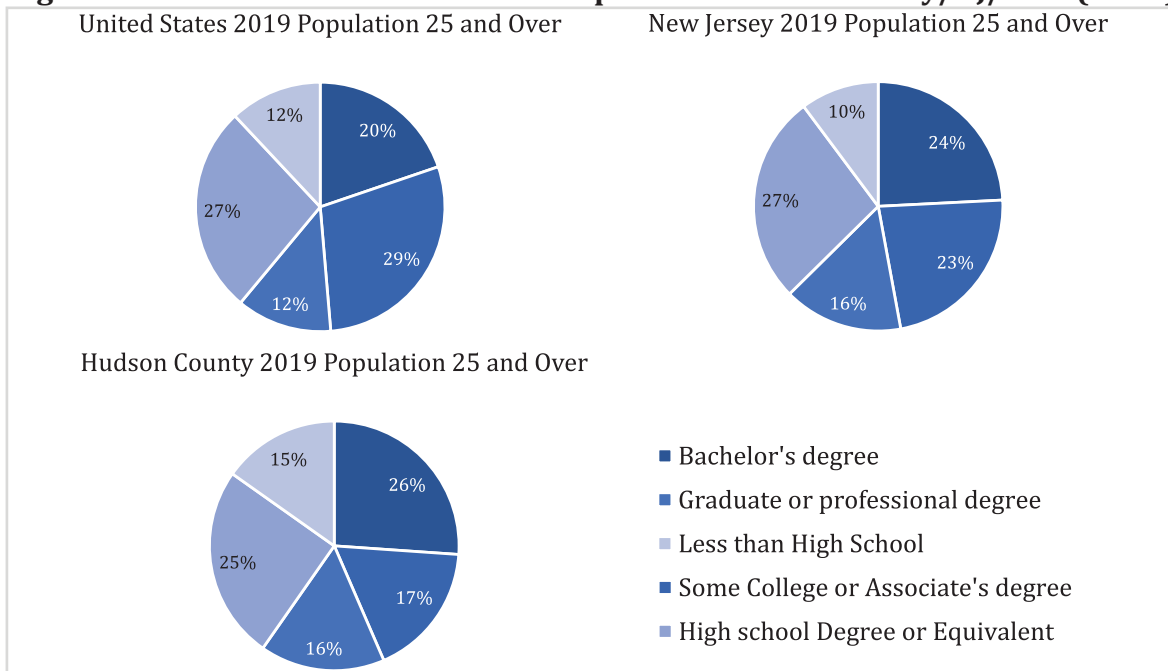
had a greater population of individuals with a high school degree or less. This signifies that the population is made up of both white-collar workers and blue-collar workers. Moving forward, work opportunities should be available for all residents regardless of their level of education.

Figure 9 - Percentage of Population with a BA or higher



Source: U.S. Census Bureau ACS 2012-2019 5-Year Estimates

Figure 10 - Educational Attainment Comparison Hudson County/NJ/ USA (2019)



Source: U.S. Census Bureau ACS 2019 5-Year Estimates

Poverty

The United States Census Bureau is one of the agencies tasked with the responsibility of tracking the poverty rate throughout the country. The Census Bureau uses a set of income thresholds that determine if an individual or family income is below the amount required income to cover basic needs⁹.

Hudson County's poverty rate in 2019 was 15.2%, higher than the State and National averages of 10% and 13.4% respectively¹⁰. Overall, the County's poverty rate has been higher than the States and Country throughout the decade. Many factors may be responsible for this such as the high cost of living in the

County and the lack of good paying jobs for the County's immigrant population. The poverty issue needs to be addressed to ensure all residents can live a comfortable lifestyle in the county.

A further dive into the demographics of people living in poverty shows that poverty is concentrated in people of color. African American and Native Hawaiian are the two ethnic groups that have the highest poverty proportional to its population.

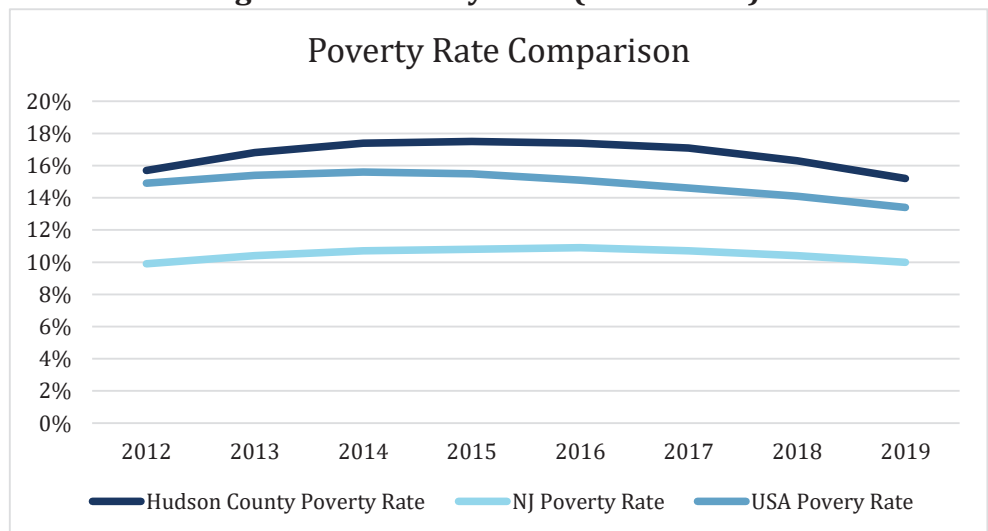
When looking into educational attainment, individuals with a high school diploma or lower are also more concentrated in poverty.

Household Income and Income Distribution

Chart 2.9 shows household income in the county in 2019. The highest percentage income brackets were \$100,000 - \$149,999 at 15.4% and \$50,000-\$74,999 at 15%. The median household income in 2019 was \$71,189¹¹.



Figure 11 - Poverty Rate (2012-2019)



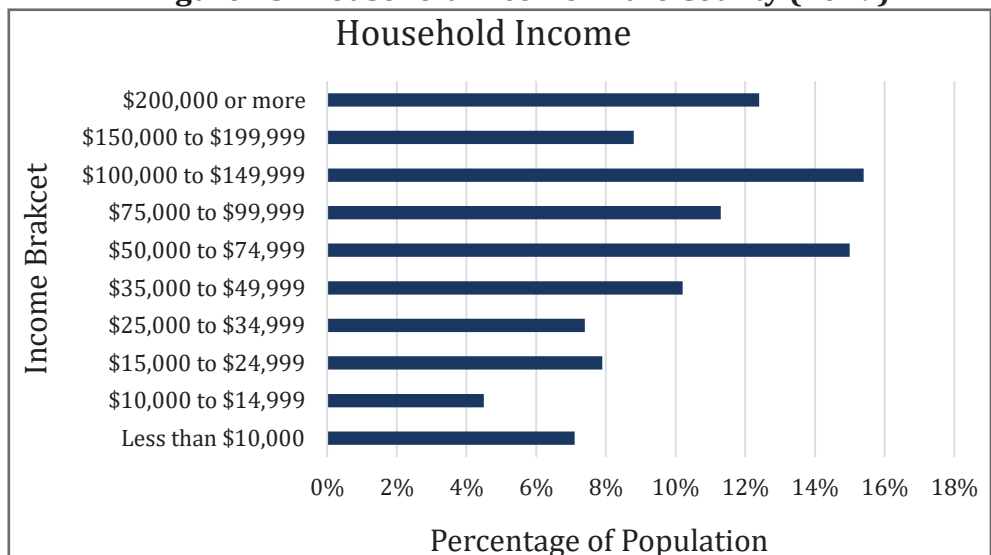
Source: U.S. Census Bureau ACS 2012 - 2019 5-Year Estimates

Figure 12 -Poverty by Group (2019)

Group	Percent Below Poverty Level
White alone, not Hispanic or Latino	10%
Black or African American alone	21%
American Indian and Alaska Native alone	15%
Asian alone	11%
Native Hawaiian and Other Pacific Islander alone	25%
Hispanic or Latino origin (of any race)	19%
Less than High School Graduate (25 years and over)	25%
High School Graduate or Equivalency (25 years and over)	17%
Bachelors Degree (25 years and over)	6%
Male	14%
Female	17%

Source: U.S. Census Bureau ACS 2019 5-Year Estimates

Figure 13 -Household Income in the County (2019)



Source: U.S. Census Bureau ACS 2019 5-Year Estimates

Gini Index

In the Hudson County Public Health report, created by the New Jersey State Health Assessment Data (SHAD,) it was stated that Hudson County's Gini coefficient is 0.5, higher than both the State and Country¹². The Gini index is used to measure income inequality ranging from 0, perfect equality (where everyone receives an equal share), to 1, perfect inequality (where only one recipient or group received all the income). A Gini coefficient of 0.5 signifies a big income gap in the county. Addressing the income gap should be a priority to create a more equitable county.

Figure 14 - Gini Index

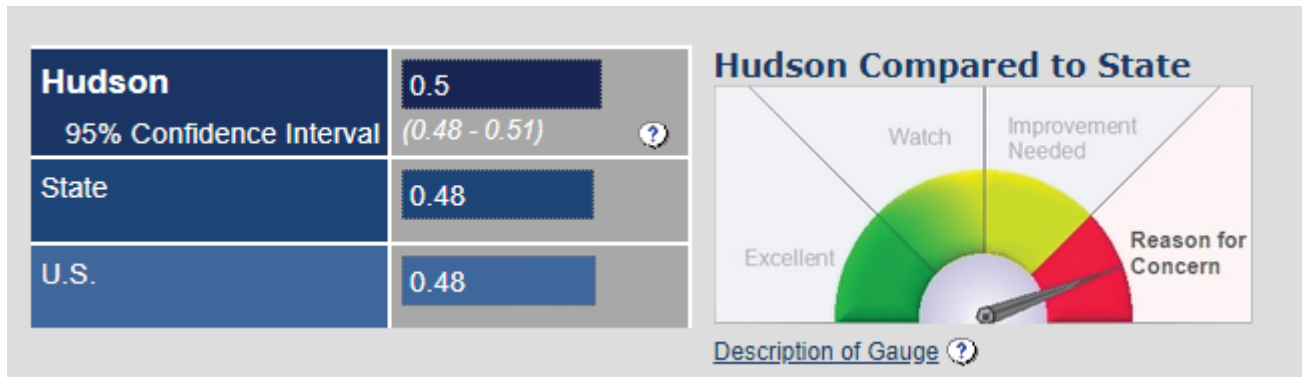
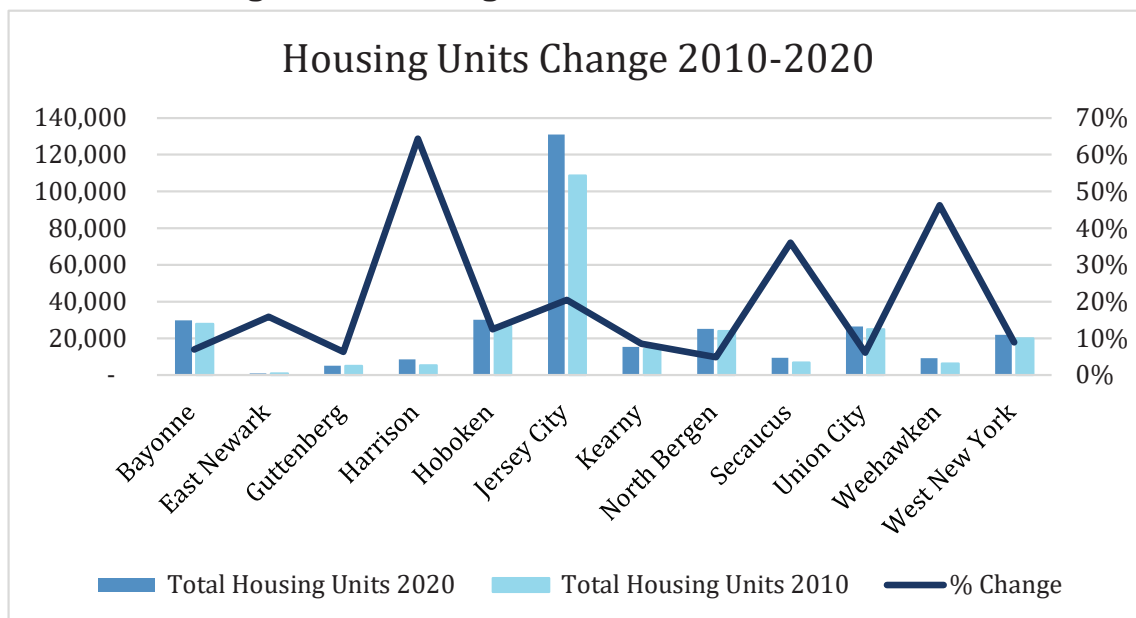


Chart Source: New Jersey State Health Assessment Data

Housing Units

Hudson County also saw a massive increase in housing units during the 2010s, spurred by rapid population growth in several dense, residential municipalities. The total number of housing units rose from 270,335 in 2010 to 312,706 in 2020, an increase of over 42,000 (16%), out-pacing growth in the NYC Metro Area (5.7%) and the Country (6.7%). The largest absolute increase occurred in Jersey City from 108,720 units to 130,992, (20%), followed by an increase of over 3,000 units in Hoboken (12%). The next largest absolute increases, and the largest increases proportionally, occurred in Harrison (64%), Weehawken (46%), and Secaucus (36%), each municipality adding over 2,000 new units¹³.

Figure 15 -Housing Units Growth From 2010-2020



Source: U.S. Census Bureau Decennial Census 2010, 2020

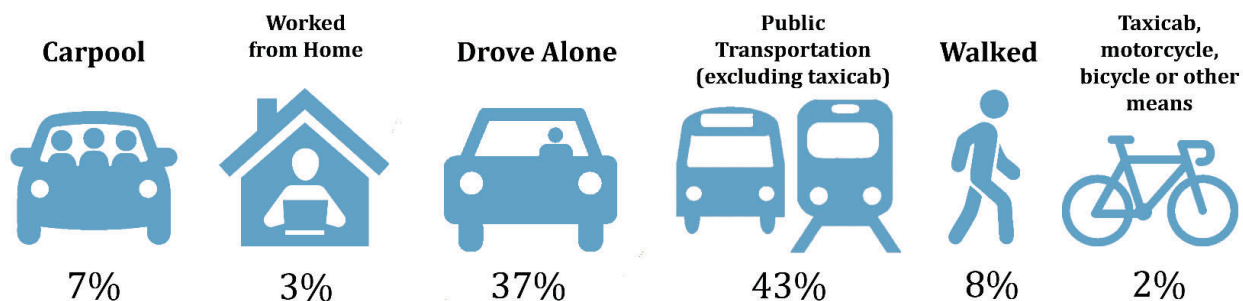
Transportation

Hudson County is a place rich with public transportation such as rail, light rail, ferry, and busy systems. The Hudson-Bergen Light Rail (HBLR) connects North Hudson with Hoboken, Jersey City, and Bayonne. NJ TRANSIT buses and rail connect the county with the rest of New Jersey and New York City. According to the American Community Survey data, in 2019, 43% of Hudson County residents traveled to work via public transportation. Traveling to work via public transportation is the most popular form of travel in the county. This is a huge difference compared to the 12% of New Jersey residents who travel to work via public transportation. Improving transportation options is vital to the success of the County's economy. About 33% of households in the county don't own an automobile.



Bicycle rack at Journal Square.

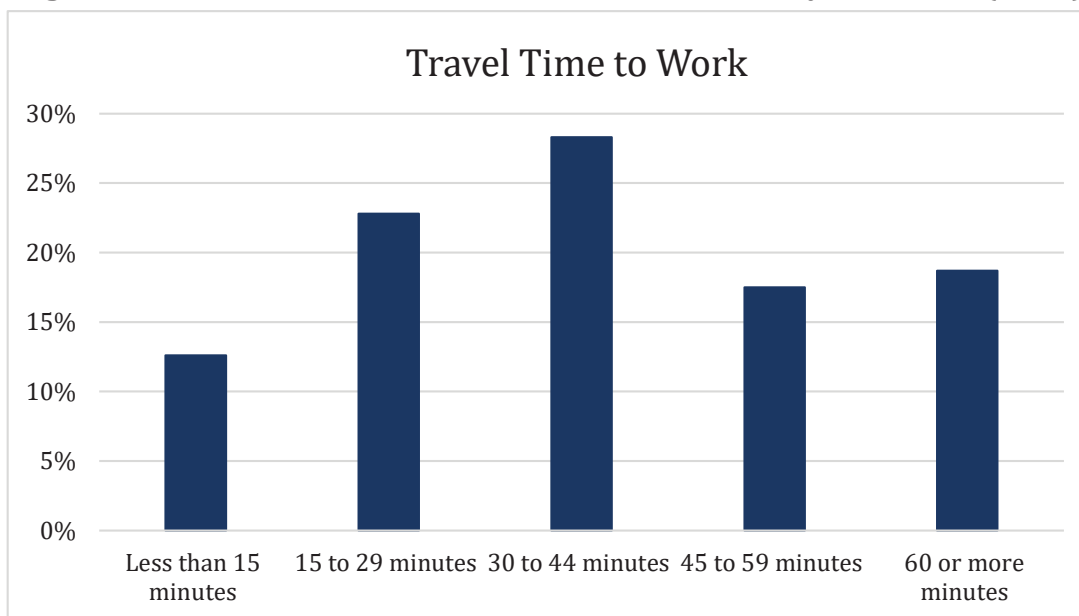
Figure 16 - Means of Transportation to Work for Hudson County Residents (2019)



Source: U.S. Census Bureau ACS 2019 5-Year Estimates

The chart below compares travel time between Hudson County residents in 2019. About 28% of Hudson County residents take 30 to 44 minutes to commute to work each day, the biggest percentage of residents. The smallest percentage belongs to residents who take less than 15 minutes to commute at about 12%¹⁴. Commute to work time is a big factor when deciding where to live. By providing more public transportation options such as light rail or ferry, commute time for county residents may decrease, making it a more attractive place to live and work.

Figure 17 - Commute Times to Work for Hudson County Residents (2019)



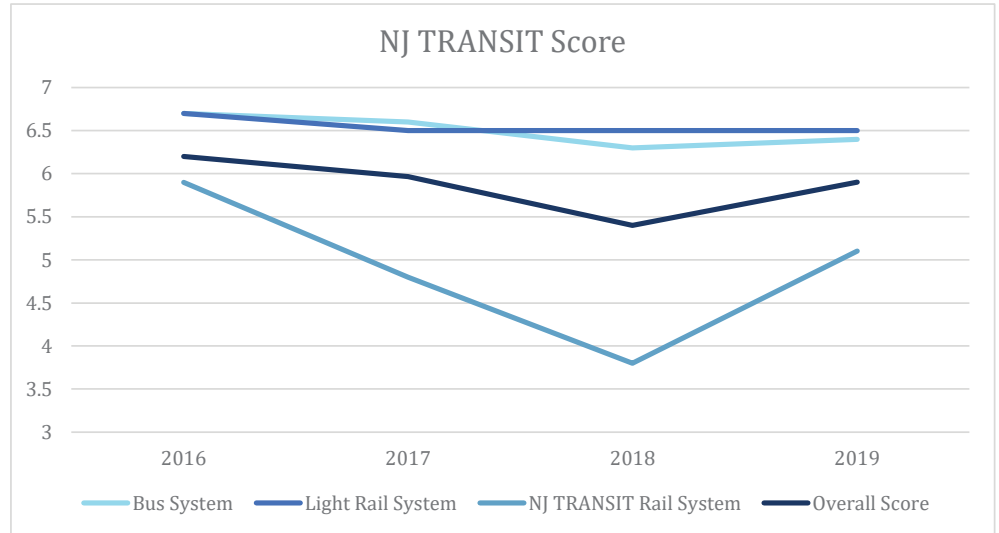
Source: U.S. Census Bureau ACS 2019 5-Year Estimates

Transportation - NJ TRANSIT Customer Satisfaction

From 2016 to 2019 NJ TRANSIT held a Customer Satisfaction Survey that asked customers to rate their satisfaction with NJ TRANSIT Bus, Rail, Light Rail, and Access link services on a scale of 0 to 10. The results are in the graph below.

Overall, the satisfaction scores are below the 2016 level¹⁵. The County should work with customers and NJ TRANSIT to improve satisfaction levels to increase the likely hood of residents and workers using public transportation.

Figure 18 -NJ TRANSIT Survey Scores



Source: <https://www.njtransit.com/surveyresults>



The Hudson-Bergen Light Rail has been operating since 2000 and has been expanded multiple times. According to the NJ TRANSIT Customer Satisfaction Survey, the light rail is the most well received form of transit NJ TRANSIT operates.

Parking

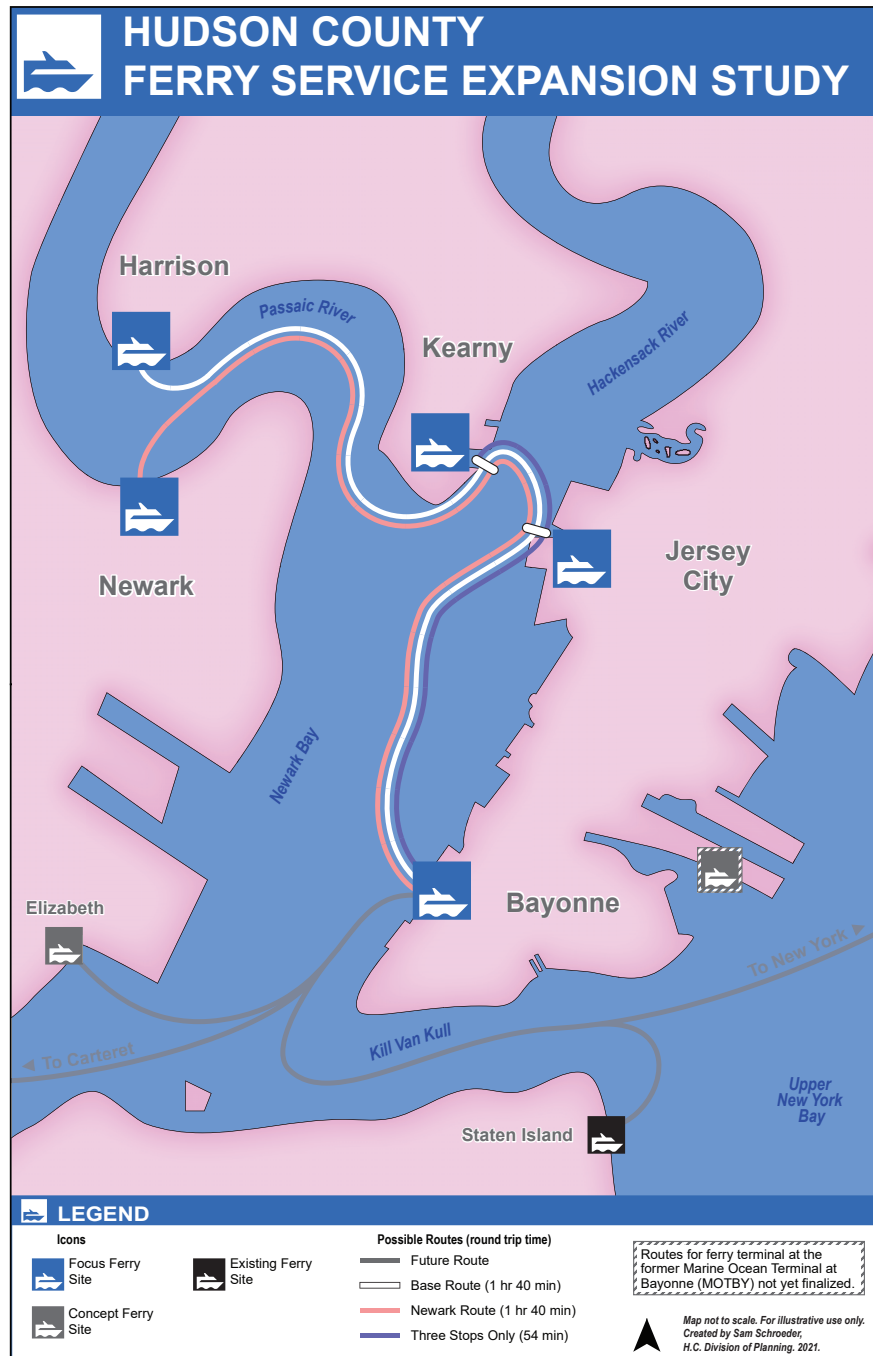
Hudson County is the most densely populated county in the state and as a result has a high demand for parking. The County is already a heavily urbanized location which means that space for additional parking is limited. Parking availability is often associated with the opportunity for economic success therefore addressing parking needs is vital. Due to the Municipal Land Use Law, parking initiatives are handled by the municipalities. West New York is currently constructing a new parking garage in a former parking lot that will upgrade its 78-spaces to a 210-space deck on Bergenline Avenue, a busy commercial corridor¹⁶. The town has already added angled parking and renovated a parking lot on 63rd street with green infrastructure. Jersey City and the North Jersey Transportation Planning Authority (NJTPA) developed a *Parking Plan* in 2020 with strategies and actions to improve parking management for current and future development¹⁷. The report takes a different approach from conventional parking plans and focuses on policy, space enhancement, and parking enforcement rather than recommending building parking garages.

Transportation - Hudson County Ferry Subregional Study

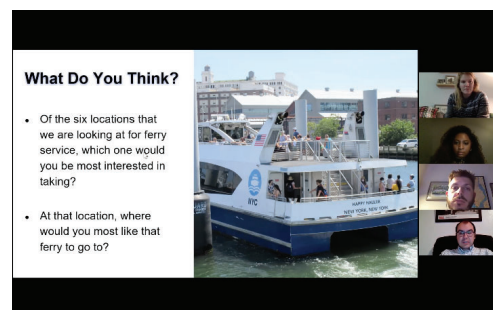
During 2020-2021, the Hudson County Division of Planning led the Hudson County Ferry Service Expansion Study which was funded through the North Jersey Transportation Planning Authority (NJTPA) Subregional Studies Program. The study evaluated the potential demand for new passenger ferry services throughout different locations in the county, which would coordinate with and complement existing transit services. As stated in the report, many of the roads, tunnels, and transportation hubs throughout the county have a greater demand than available capacity. The ferry study was conducted to evaluate an alternative form of transportation that can be more easily implemented due to fewer infrastructure needs and could potentially provide direct connections to new locations not served by existing transit routes¹⁸.

One of the explored locations was the Kearny Point Development Area, in South Kearny. Kearny Point is geographically isolated compared to the rest of the county and is currently only served by the NJ Transit 1 Bus. The area is home to over 200 businesses and has become a major employment center in the region. Part of the Kearny Point Master Plan emphasizes connection to the Hackensack River and creating an accessible waterfront that can provide recreational and transportation opportunities. Additional buses and train lines should be considered for this area of Kearny.

The study concluded that the concept routes were insufficient to generate enough revenue based on fares to be financially sustainable without the need for some form of operating subsidy. However, future developments in areas such as Kearny Point might be able to attract enough riders to allow those routes to become reality. Ferries could also promote employment centers like Kearny Point by providing new transportation opportunities for employees to access jobs there.



[Click here for the full report.](#)



A screenshot from one of the virtual public meetings.

2.2 PRE-COVID-19 BACKGROUND

The analysis of pre-COVID-19 socio-economic trends for Hudson County provides insight into the direction of the economy before the economic shock of the pandemic and stay-at-home measures. These indicators provide a useful snapshot of how the recovery from the Great Recession has reorganized regional economic growth, development, and investment in the long term. As mentioned in the Introduction Chapter of this CEDS, the Pre-COVID-19 background will cover the information from as far back as 2008 and up until March 2020, right before the pandemic disturbed communities around the world.

Unemployment

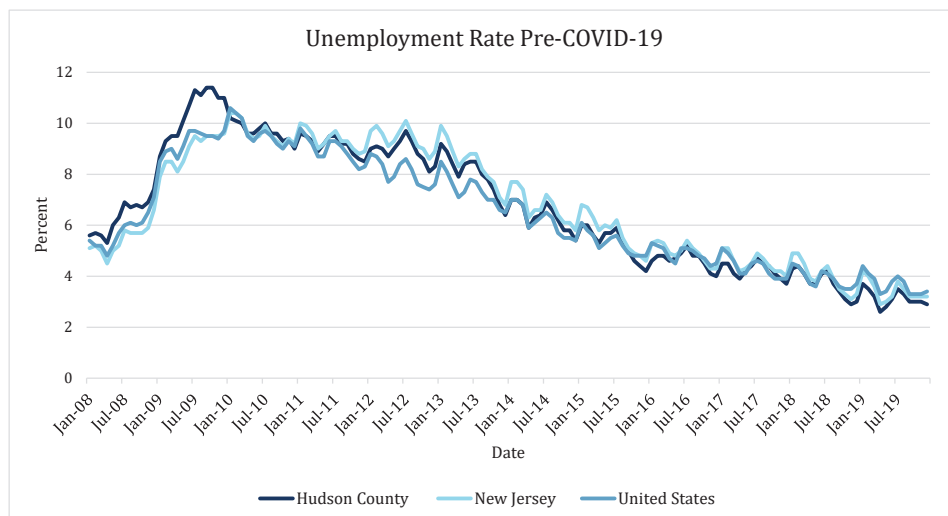
Hudson County was one of the few counties in New Jersey to experience continued population growth throughout the last decade¹⁹. Its economic recovery from the 2008 Recession was particularly successful relative to other counties. The county experienced historic job growth and low unemployment by the late 2010s, with a strong base of employment sectors in government, finance and healthcare, and rapid growth in restaurant employment, e-commerce, and multi-family real estate. Nearly all sectors not experiencing significant growth remained stable throughout the decade. It is difficult to determine how much longer this period of growth, which was mirrored somewhat at the national level, would have continued had it not been for the COVID-19 pandemic.

Projected Job Growth

The New Jersey Department of Labor and Workforce Development created a *Demand Occupations List* data set that projected future job growth. Most of the top projected job occupations are careers with minimum education of a High School diploma. Some, such as Laborers and Freight and Food Preparation, don't require a formal educational credential.

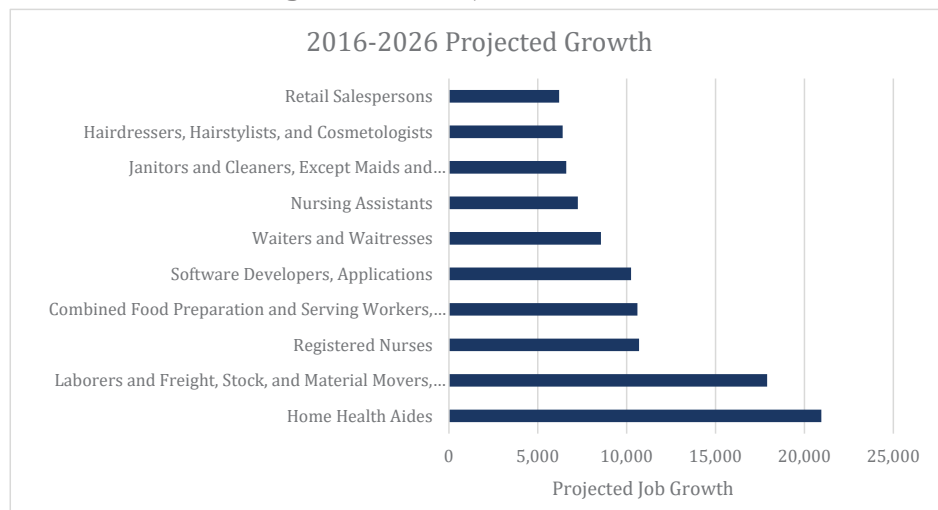
Local One-Stop Career Centers and the Hudson County/ Jersey City Workforce Development Board (HC/ JC WDB) currently have training and apprenticeship programs for a few of the top projected job growth occupations²⁰.

Figure 19 -Unemployment Rate Pre-COVID-19



Source: U.S. Bureau of Labor Statistics, Unemployment Rate [UNRATNSA], retrieved from FRED, Federal Reserve Bank of St. Louis

Figure 20 - Projected Job Growth

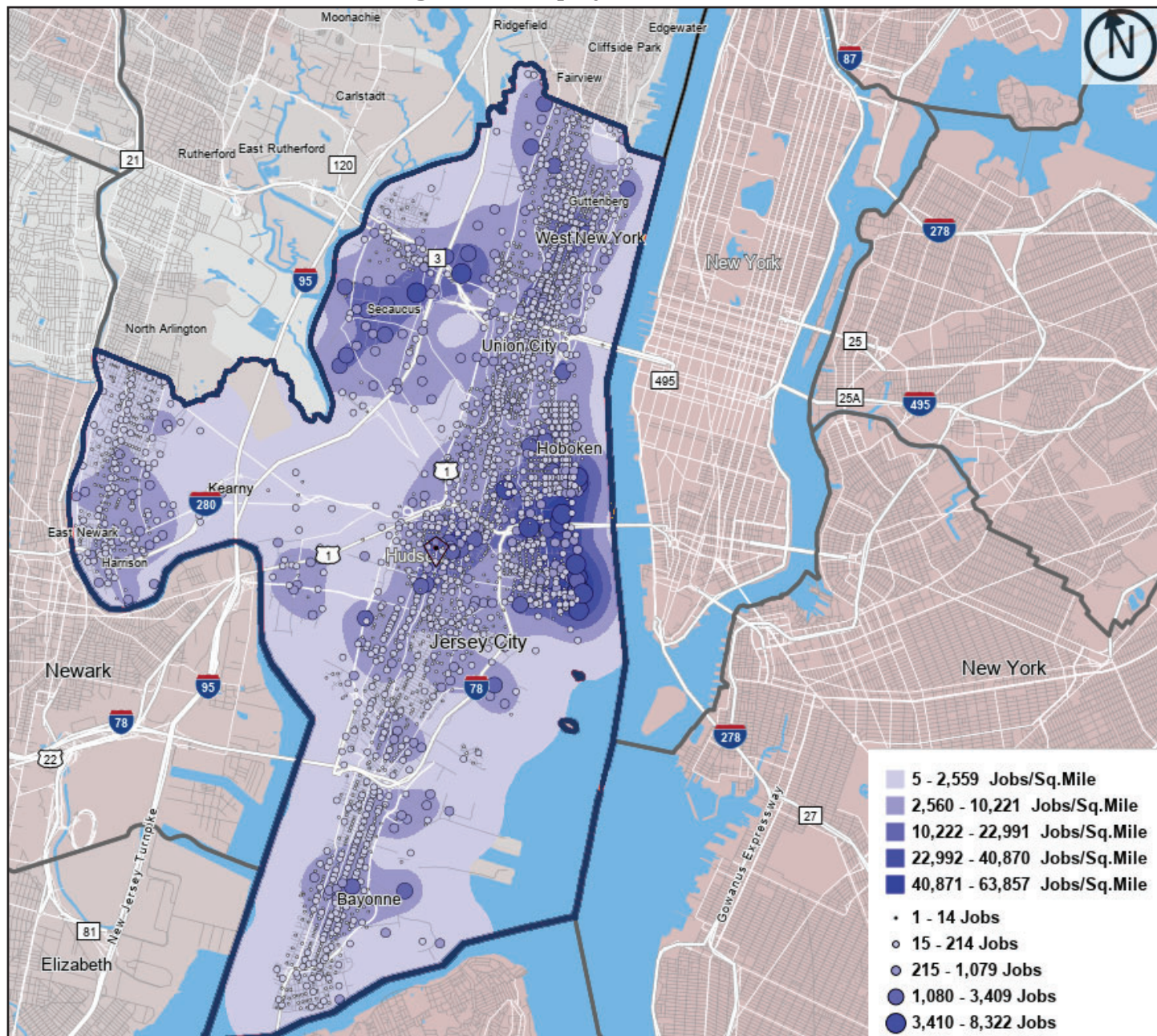


Source: New Jersey Department of Labor and Workforce Development

Employment Concentrations in Hudson County

The map below was produced by the United States Census Bureau and shows employment concentrations from 2015 to 2019. The area most concentrated with jobs in Hudson County is Downtown Jersey City, home to many FIRE (Finance, Insurance, and Real Estate) businesses²¹. Due to its proximity to Lower Manhattan, most businesses favor Hudson County over other locations in Manhattan as a cheaper alternative for real estate space. Similarly, Secaucus is another place with a high concentration of jobs due to the different companies headquartered in the municipality such as Quest Diagnostics, The Vitamin Shoppe, The Children's Place, and The Hartz Mountain²². Both job centers are home to many different transportation options such as the NJ Transit Bus and Rail system and PATH. There are also private shuttle buses that operate from funding from employers in Secaucus to take employees to Secaucus Junction.

Figure 21 -Employment Concentrations

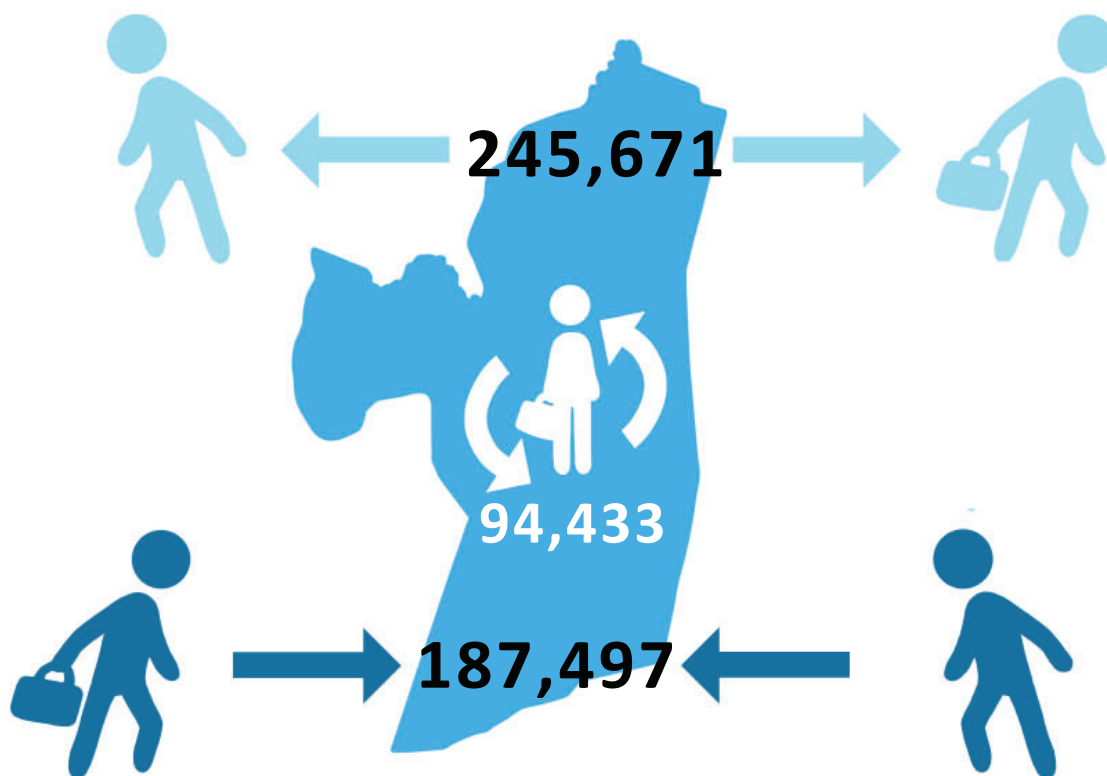


Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2019).

Workers Inflow/Outflow

The map shown below, produced using United States Census Bureau data, shows the mobility of workers in and out of Hudson County between 2015-2019. According to the data, about 185,643 people come from outside the county for employment. About 92,047 people both live and work in the county. Approximately, 239,868 county residents are employed outside of the county.

Figure 22 - Worker Inflow/Outflow, Hudson County (2019)



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2019).

The following table shows the trend of workers' inflow and outflow throughout the decade. Overall, the trends are in conjunction with previous trends examined in the CEDS. The number of people who live and work in the county has increased throughout the years. Workers' inflow and outflow have also gone up consistently. On the other hand, net job flow has been negative throughout the decade, meaning that more people leave the county for work than travel into the county for work. However, this net number has gone down when compared to 2014, which may signify that the county has been able to attract better job opportunities²³.

Figure 23 -Worker Inflow/Outflow Net Total, Hudson County (2019)

Worker Inflow/Outflow, Hudson County (2009-2019)			
	2009	2014	2019
Live & Work	75,406	84,704	94,433
Inflow (Work Only)	149,063	163,343	187,497
Outflow (Live only)	193,975	222,367	245,671
Net Job Inflow (+) or Outflow (-)	-44,912	-59,024	-58,174

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2019).

The *Top Home and Employment Destinations* table shows the municipalities where Hudson County workers live and where Hudson County residents are employed. According to the data, Jersey City is where most Hudson County *workers* live, harboring 13.9% of the workforce, followed by New York City with 13.6%. For Hudson County *residents*, however, the order is reversed, and New York City is the biggest employer, employing 35.4% of Hudson County, followed by Jersey City which employs 11.9%. New York City is an attractive place for people in Hudson County to work and vice versa. The table also shows that Bayonne is third in residency of county workers at 4.5%, and Newark is third in employment at 4.0%²⁴.

Figure 24 -Top Home and Employment Destinations (2019)

Top Home and Employment Destinations (2019)			
Where Hudson County Workers Live		Where Hudson County Residents are Employed	
Location	Percent (%)	Location	Percent (%)
Jersey City, NJ	14%	New York City, NY	35%
New York City, NY	14%	Jersey City, NJ	12%
Bayonne, NJ	4%	Newark, NJ	4%
Union City, NJ	4%	Secaucus, NJ	3%
Newark, NJ	3%	Hoboken, NJ	3%
West New York, NJ	2%	Bayonne, NJ	2%
Hoboken, NJ	2%	Union City, NJ	2%
Kearny, NJ	2%	West New York, NJ	1%
Elizabeth, NJ	1%	Kearny, NJ	1%
Secaucus, NJ	1%	Hackensack, NJ	1%
All Other Locations	53%	All Other Locations	35%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2019).

Industry Trends

Analyzing industry trends gives policymakers a better understanding of how the private and public sector market is looking. Based on the analysis, a new policy may be created to further expand a particular industry in an area or to diversify into multiple industries.

In 2019, the industries that employed the most jobs in the County were Health Care and Social Assistance employing 42,622 or 12.5% of the County's job total. The second largest industry was Professional, Scientific, and Technical Services employing 35,980 or 10.6% of all jobs in the county²⁵.

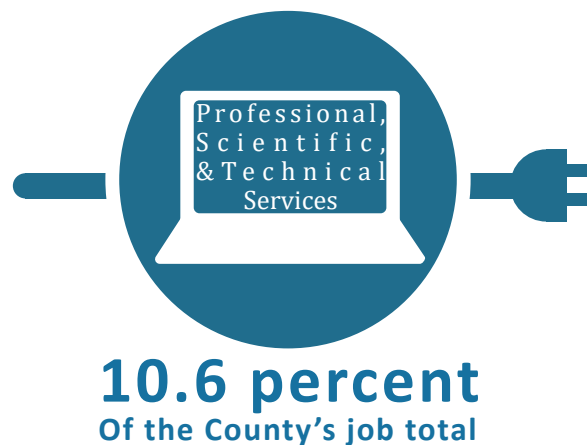
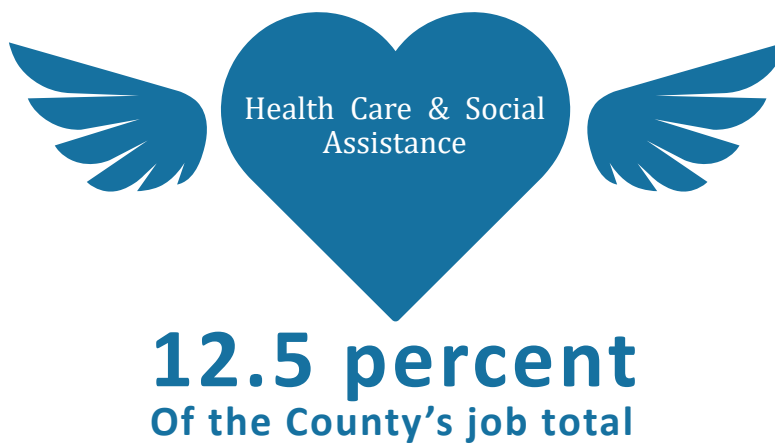


Figure 25 -Industries by Employment (2019)

Industries by Employment (2019)		
Industry	Job Count	Percent Share (%)
Health Care and Social Assistance	42,622	12.5%
Professional, Scientific, and Technical Services	35,980	10.6%
Finance and Insurance	31,672	9.3%
Retail Trade	30,031	8.8%
Educational Services	26,500	7.8%
Accommodation and Food Services	26,641	7.8%
Administration & Support, Waste Management and Remediation	26,230	7.7%
Transportation and Warehousing	17,798	5.2%
Wholesale Trade	15,864	4.7%
Information	15,004	4.4%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2019).

Location Quotient

According to the Bureau of Economic Analysis, a location quotient (LQ) is an analytical statistic that measures a region's industrial specialization relative to the country. An industry with a score greater than 1.0 is an exporter of that region while a score of 1 indicates the industry satisfies all the local needs. For example, a score of 1.5 indicates that a particular industry is 1.5 times more concentrated in that area than the nation²⁶.

In Hudson County, the industry with the highest LQ NAICS 2-digit industry is NAICS 52 Finance and Insurance at 3.31. This means that Hudson County's biggest exporter is the Finance and Insurance industry, concentrated more than 3 times the national average. This is no surprise as many financial institutions have moved to Hudson County throughout the past two decades as well as New Jersey as a whole. The second highest exporter is NAICS 48-49 Transportation and Warehousing at 2.74²⁷.

Figure 26 -Industries by Location Quotient (NAICS 2- Digit Industries) (2019)

Industries by Location Quotient (2019) (NAICS 2-Digit Industries)		
NAICS Sector	Industry Code Description	Employment Location Quotient
52	Finance and insurance	3.31
48-49	Transportation and warehousing	2.74
42	Wholesale trade	1.56
55	Management of companies and enterprises	1.48
61	Educational services	1.15
51	Information	1.13
53	Real estate and rental and leasing	1.03
22	Utilities	0.96
44-45	Retail trade	0.87
71	Arts, entertainment, and recreation	0.86
72	Accommodation and food services	0.81
62	Health care and social assistance	0.81
54	Professional, scientific, and technical services	0.79
81	Other services (except public administration)	0.70
56	Administrative and support and waste management and remediation services	0.57
23	Construction	0.39
31-33	Manufacturing	0.38

Source: U.S. Census Bureau ACS 2019 5-Year Estimates

“In 2019, almost \$28.8 billion in total wages were paid by New Jersey’s employers in financial services industries. The greatest concentration of jobs within the financial services industry sector is found in Hudson County (18.1%)”.

– NJ Bureau of Labor Market Information, *New Jersey Key Industry Sectors*

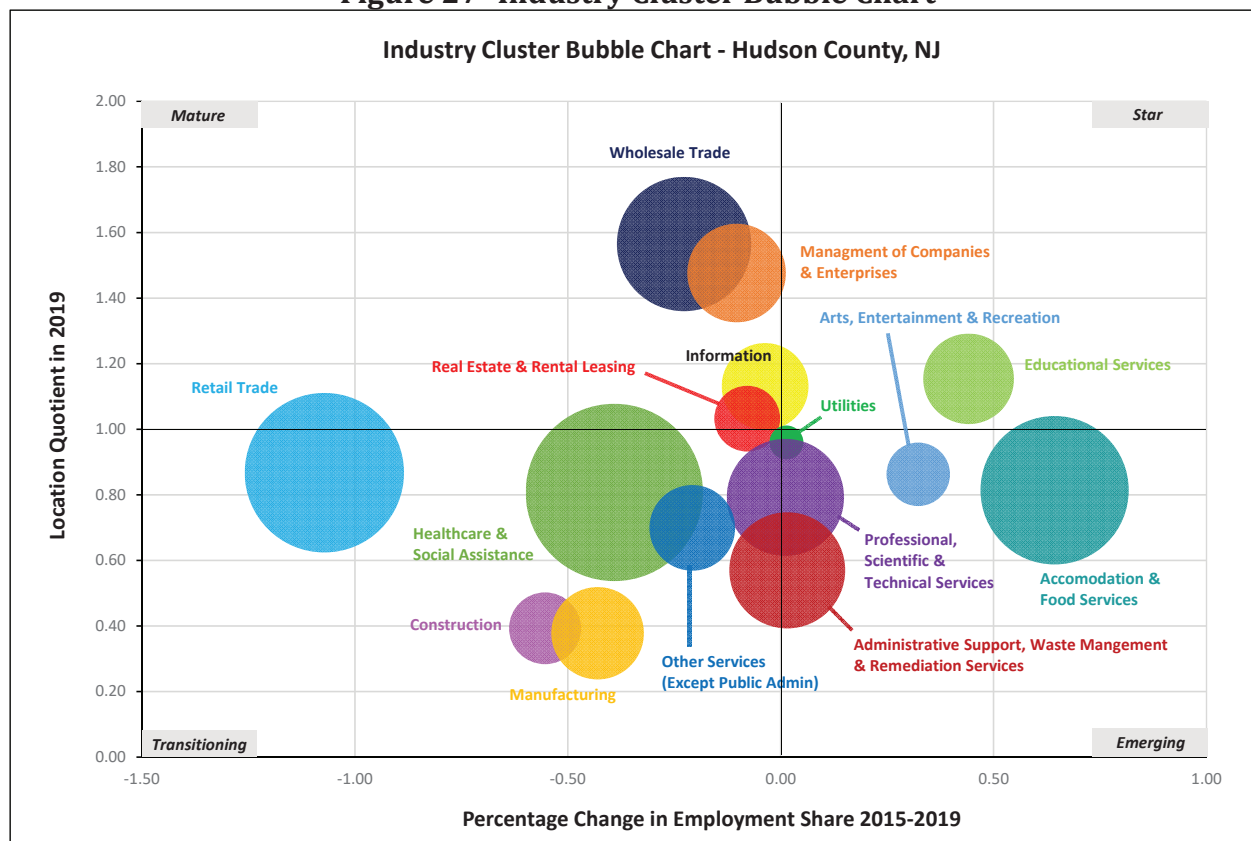


30 Hudson Street, also known as Goldman Sachs Tower, is home to many *Finance and Insurance* jobs.

Analysis of Industry Growth and Clusters

Using American Community Survey data, the Industry Cluster Bubble Chart demonstrates how each industry/sector within Hudson County is performing compared to the nation in 2019. The size of each bubble represents the total employment in the regional industry, while its position on the graph indicates its status as a “exporter industry,” meaning it has location quotient greater than 1. The graph also measures each industry change in employment since 2015. Based on these measurements, different sectors are categorized as “mature, transitioning, emerging or star” industries.

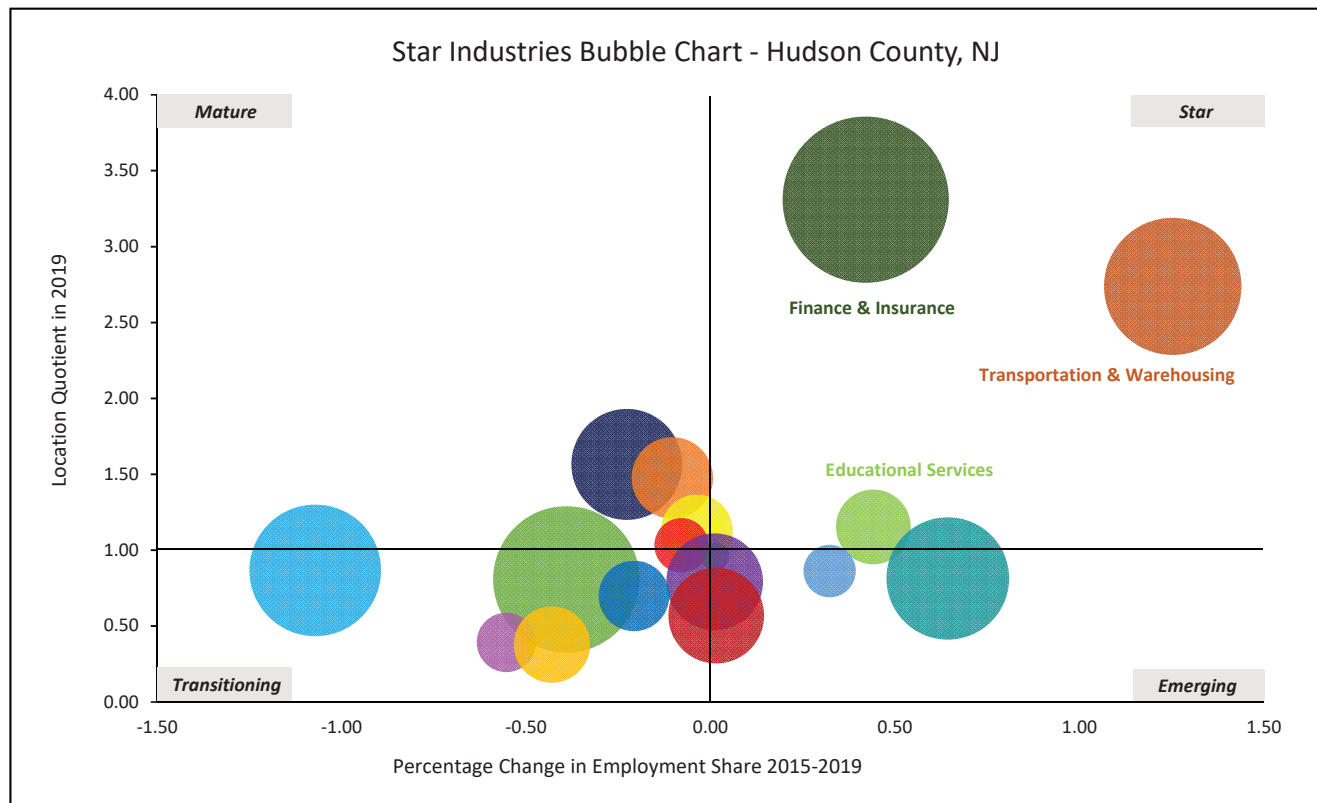
Figure 27 -Industry Cluster Bubble Chart



Source: U.S. Census Bureau ACS 2019 5-Year Estimates

According to the graph, *Wholesale Trade* and *Management of Companies & Enterprises* are “mature” industries, in that they are exporters, yet their total employment has decreased over the last five years, suggesting they may have hit a limit to their growth. Other industries such as *Retail Trade*, *Health Care*, *Construction*, and *Manufacturing* are “transitioning” in the sense that are neither exporting nor are they expanding employment but instead shrinking. This could mean they are in a state of transition due to changing markets, or declining due to national changes in the economy as is often the case with *Construction* and *Manufacturing* jobs due to decades of de-industrialization in the United States. *Arts, Entertainment & Recreation* and *Accommodation & Food Services* appear to be the two most promising “emerging” industries within Hudson County because they are growing in size and employment and are not far from becoming industries capable of exporting.

Figure 28 -Star Industries Bubble Chart



Source: U.S. Census Bureau ACS 2019 5-Year Estimates

Lastly there are three “star” industries: *Educational Services*, *Transportation & Warehousing* and *Finance & Insurance*. “Star” industries are exporters that are continuing to experience economic growth. A separate graph had to be created in order to properly distinguish between each industry because *Finance & Insurance* and *Transportation & Warehousing*, two of the largest industries in Hudson County also have far greater location quotients.

Shift-Share Analysis

The shift-share analysis examines the source of change in a regional economy by comparing changes in the regional economy to that of the national economy over time. The three main components of a shift-share analysis are (1) the National Share which shows how much the national economy is growing or declining based on employment and its effect on regional industries, (2) the Industrial Mix which shows if an industry is growing or declining at the national level and its effect on the regional growth of that industry, and (3) the Regional Shift, which shows the relative strength of a region’s industry compared to the nation. The sum of these three components equals the change in total employment within a region over the specified time period.

Figure 29 -Shift Share Analysis

NAICS	Industry Code Description	National Share	Industry Mix	Regional Shift	Emp Change
22----	Utilities	69	-65	162	166
23----	Construction	403	565	-1,533	-564
31----	Manufacturing	593	-234	-256	103
42----	Wholesale Trade	1,149	-872	1,396	1,673
44----	Retail Trade	1,732	-1,748	766	749
48----	Transportation and Warehousing	1,514	2,105	2,360	5,978
51----	Information	471	-127	478	822
52----	Finance and Insurance	2,433	-127	3,429	5,735
53----	Real Estate and Rental and Leasing	278	50	20	348
54----	Professional, Scientific, and Technical Services	845	-194	1,013	1,664
55----	Management of Companies and Enterprises	615	-59	383	939
56----	Administrative Support and Waste Management and Remediation Services	827	760	52	1,639
61----	Educational Services	438	-159	1,642	1,922
62----	Health Care and Social Assistance	2,000	382	541	2,923
71----	Arts, Entertainment, and Recreation	199	141	830	1,171
72----	Accommodation and Food Services	1,260	464	2,280	4,004
81----	Other Services (except Public Administration)	484	-212	161	433

Source: U.S. Census Bureau ACS 2019 5-Year Estimates

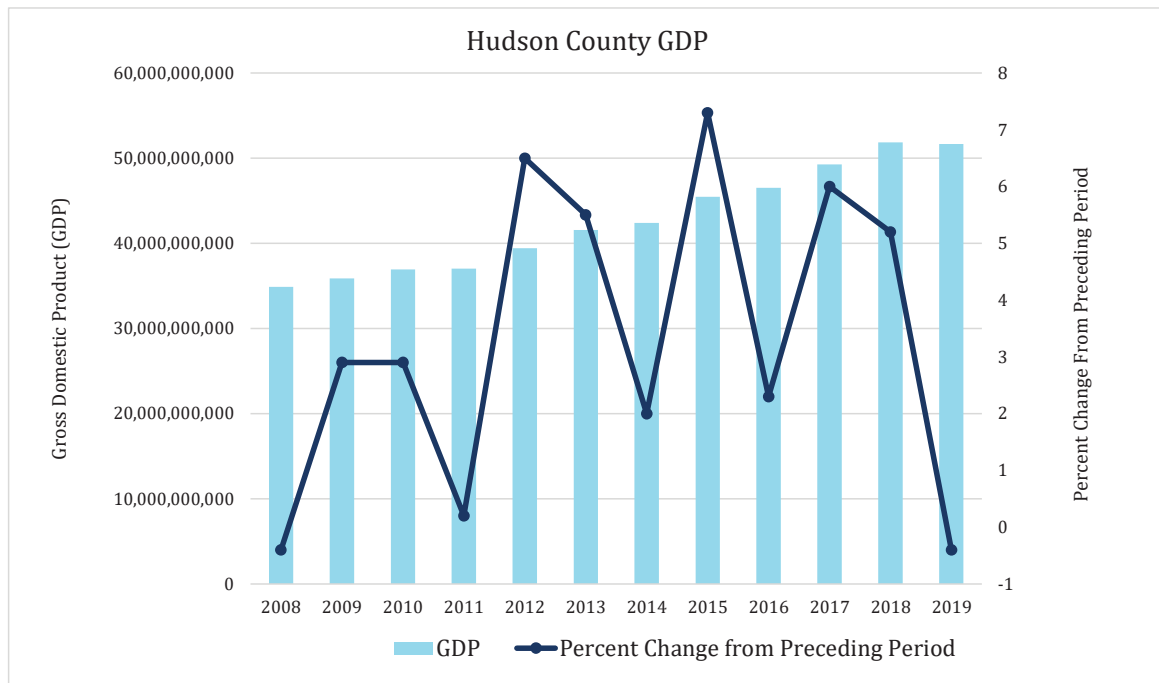
According to the American Community Survey 2019 5-Year Estimates, total national employment for all sectors grew from 124,085,947 in 2015 to 132,989,428 in 2019, an approximately 7% increase which had a proportionate impact within every industry in Hudson County. The industries in Hudson County with the largest National Share were also those with the largest total employment in 2015, namely *Finance, Health Care, Retail and Transportation*. During this same period however, only 7 industries experienced increased employment due to their industrial mix, while 10 saw employment decrease. *Transportation* industries saw the greatest growth at the national level followed by *Administrative Support, Waste Management & Remediation Services*, which also contributed to the total increase in employment of these industries within Hudson County. Meanwhile, *Retail and Wholesale Trade* both appeared to experience a large decrease in employment at the national level. Despite this national trend, however, the regional shift indicates that the County's *Retail and Wholesale Trade* remains far stronger and more resilient at the regional level. The same goes for *Finance, Transportation, and Accommodation Services*, which go above and beyond the national trends. The sum of these three measures is the total change in employment per industry/sector between 2015 and 2019. From this perspective we can conclude that between 2015 and 2019, nearly all of Hudson County's industries experienced greater growth relative to the industry average, even when factoring the added benefits of nationwide economic growth.

Gross Domestic Product (GDP)

Gross domestic product (GDP) is the value of goods and services produced by the county's economy²⁸. The United States Department of Commerce Bureau of Economic Analysis (U.S. BEA) releases annual updates on the GDP of every County and Metropolitan Area.

County data from the BEA was used to analyze the GDP trend of the County from the 2008 recession up until the end of 2019. GDP at the county level has increased every year compared to the year before except 2011 and 2019.

Figure 30 -Hudson County Gross Domestic Product (GDP) 2008-2019



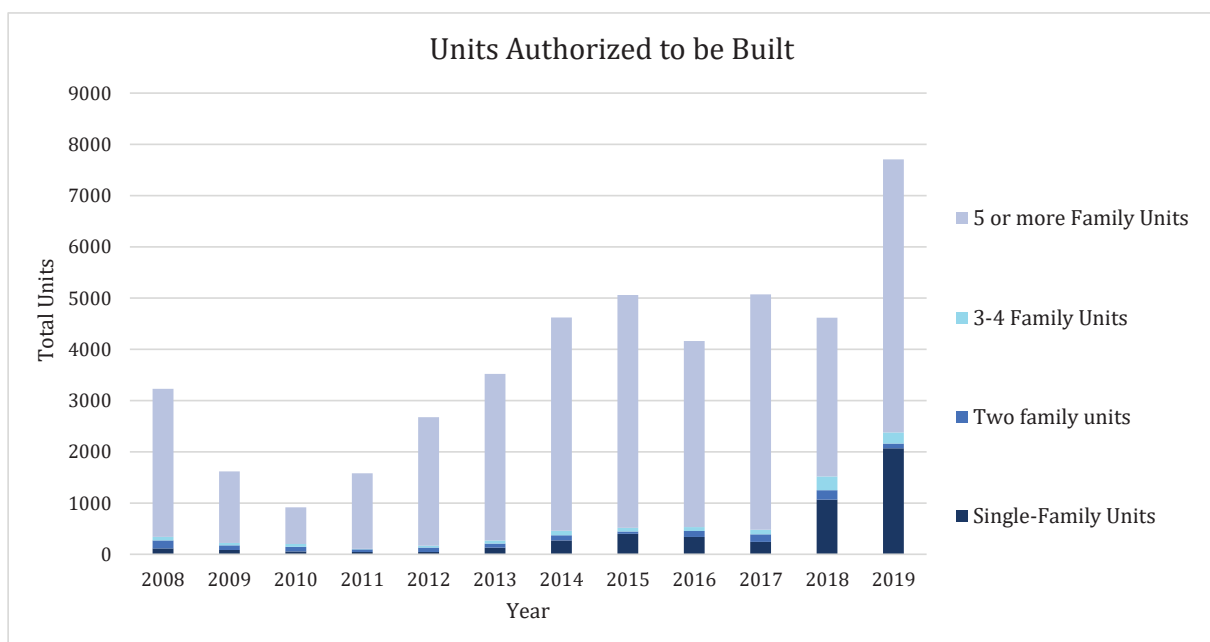
Source: U.S. Bureau of Economic Analysis 2008-2019

Housing Trends - Building Permits

After the 2008 recession, there was a decline in residential housing units authorized to be built. The trend hit a low point in 2010 when less than 1000 units were authorized. Since then, however, the number of authorized units has gone up, hitting the highest in 2019 at nearly 8000 units authorized for built²⁹.

Most of the authorized units to be built belonged to buildings with 5 or more units. This is likely because Hudson County land is expensive which forces developers to build bigger projects to yield a greater return on their investment. Zoning regulations also play a role. Despite this, there is a big portion of units being built as single-family homes.

Figure 31 -New Privately Owned Residential Housing Units Authorized to be Built 2008-2019



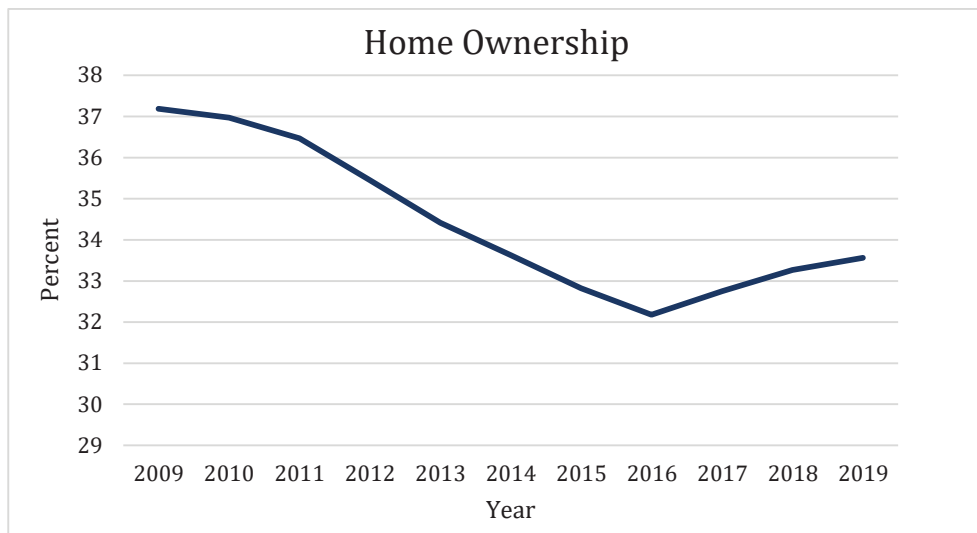
Source: New Jersey Department of Labor and Workforce Development 2008-2019

Housing Trends - Home Ownership

Hudson County is predominantly a renter's market. In 2009, about 37% of the households were occupied by their owners³⁰. There was a downward trend in homeownership in the County up until 2016. This might have been the result of the 2008 recession which saw the collapse of the housing market. Since 2016, there has been an increase in homeownership which correlates with the rise of single-family units.



Figure 32 -Home Ownership in Hudson County 2009-2019



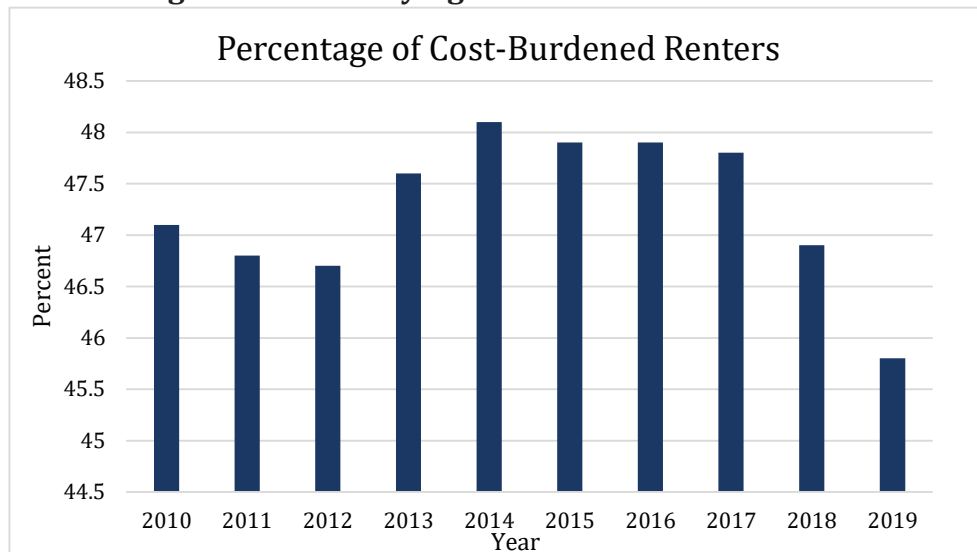
Source: U.S. Census Bureau, Homeownership Rate (5-year estimate) for Hudson County, NJ [HOWNRATEACS034017], retrieved from FRED, Federal Reserve Bank of St. Louis

Housing Trends - Renters

According to the United States Department of Housing and Urban Development (HUD), if a household is paying more than 30% of their household income on housing, they are considered cost-burdened and may have difficulty affording other necessities such as food, clothing, transportation, medical care, and childcare³¹.

Since 2010, the county has experienced a high percentage of cost-burdened renters. In 2019, about 46% of households paid more than 30% of their income on housing³². Many of these households are low-income and therefore might struggle to afford their other needs. Providing more affordable housing should be a priority for the county.

Figure 33 -Percentage of Renters Paying More than 30% of Household Income on Rent



Source: U.S. Census Bureau ACS 2010-2019 5-Year Estimates

Real Estate Trends - Commercial Office

The office space sector was in slight decline at the beginning of the 2010s but remained flat throughout the decade. Inventory SF hit a low point in 2014 (while deliveries SF peaked), before recovering over the next six years. By the first quarter of 2020, overall inventory increased by less than 1% since the start of the decade³³. Kearny had the highest amount of average annual deliveries at 58,824 SF. Additionally, the 5-year average vacancy rate of commercial office space in Hudson County was 11.0% from 2015 to 2020. In the first quarter of 2020, the vacancy rate was 11.8% and 17 projects were containing 8.8 million square feet of office development proposed throughout the county. Ten of these new commercial projects, totaling 6.6 million SF, were proposed in Jersey City before the pandemic.



Figure 34 -Office Inventory Trends in Hudson County (2011- Q1 2020)

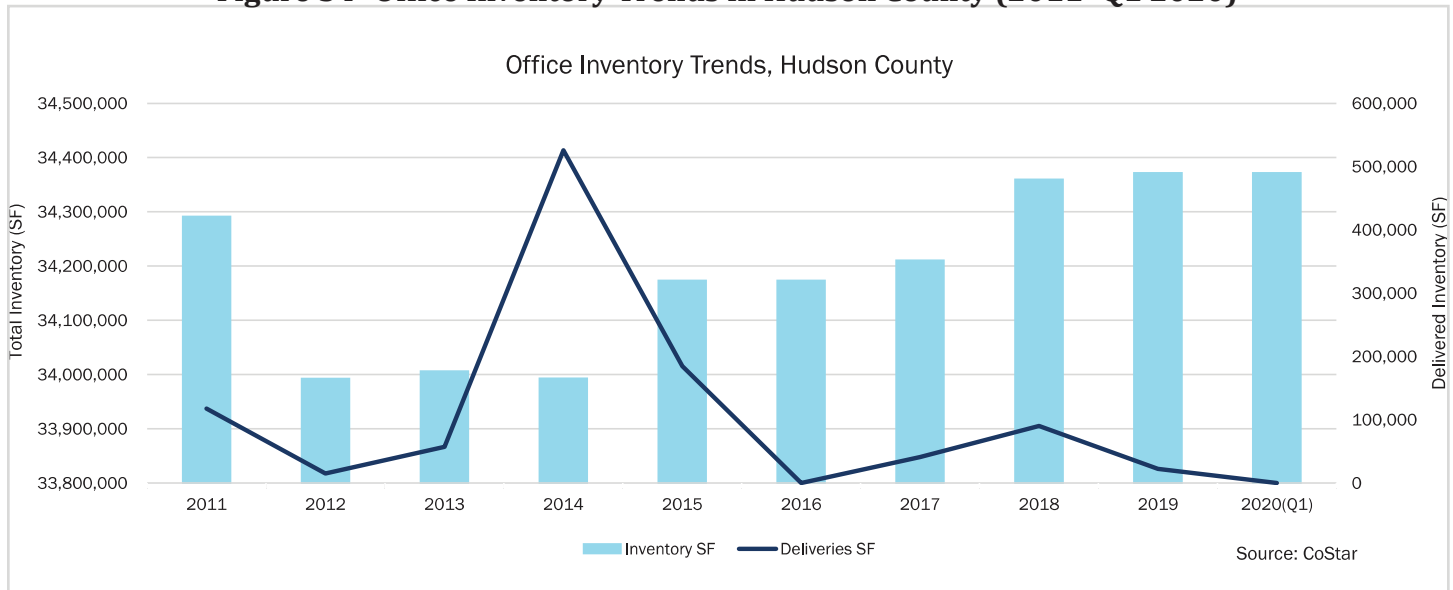


Chart Source: Economic Development Strategists LLC - Industry and Real Estate Study produced for Hudson County (2020)

Real Estate Trends - Industrial Space

Trends for industrial space inventory were similar to commercial real estate, ultimately changing very little throughout the decade. Inventory declined slowly until 2015, before making an equally gradual recovery, wherein the total decade increase was only around 1%. On the other hand, the vacancy rate for industrial space decreased drastically. In 2011, vacancy was 11.5% but by the end of 2019, it had dropped to slightly above 4%³⁴.

Most of the existing industrial space and available leasable industrial space in the county is concentrated in Kearny, Bayonne, and Secaucus. A majority of industrial real estate in development was in Bayonne, a total of 4 projects containing approximately 60% of industrial SF. Overall, the annual amount of for-sale industrial space in Hudson County decreased while total annual sales volumes increased, indicating that industrial space had become more valuable pre-pandemic than the decade prior.



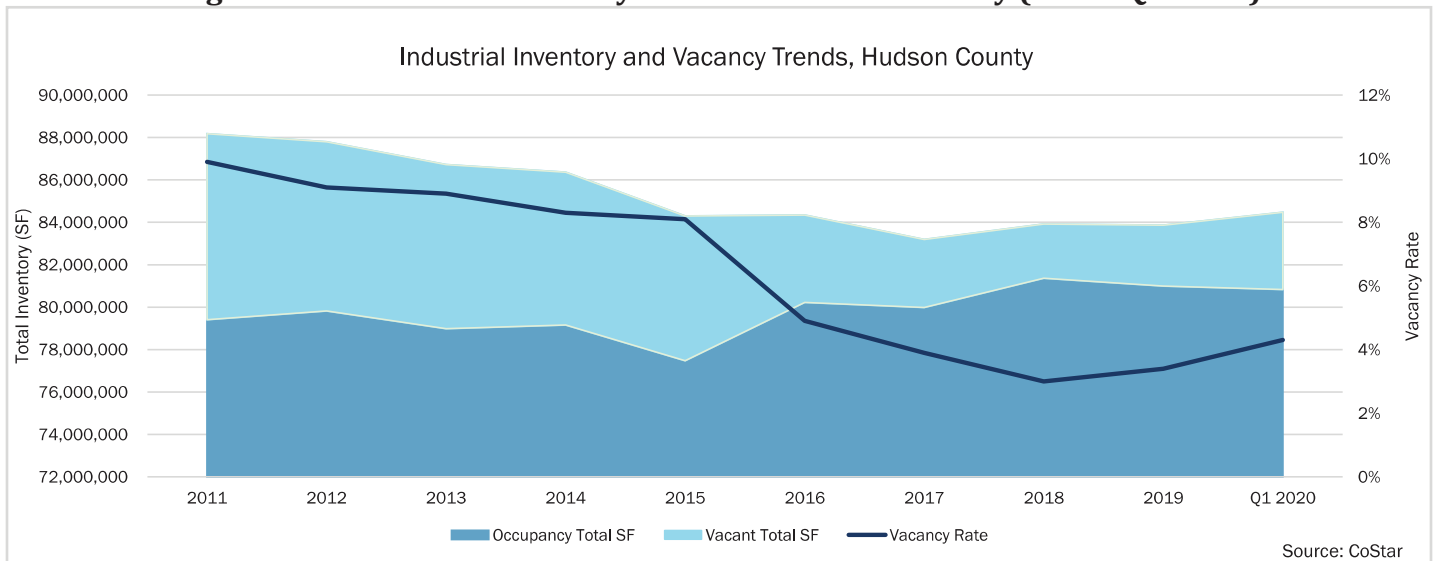
Figure 35 -Industrial Inventory Trends in Hudson County (2011- Q1 2020)

Chart Source: Economic Development Strategists LLC - Industry and Real Estate Study produced for Hudson County (2020)

Real Estate Trends - Retail Space

Pre-pandemic trends and projections for the retail real estate inventory pointed to a strengthening real estate market in Hudson County. Inventory remained relatively flat for most of the decade but saw a significant increase in 2019. Vacancy rates on the other hand, after peaking at 3.5% percent in 2012, declined and hit a low point below 2% in 2018³⁵. Overall, the amount of retail inventory space for sale decreased over the decade, while overall sales volume increased. This trend indicates that before the pandemic, the value of retail space in Hudson County had increased and there appeared to be sufficient demand in Hudson County to support new retail sales.



In fact, Hudson County was experiencing sales leakage in almost all retail categories, meaning there was generally more retail demand than supply. Grocery Stores and Restaurants were estimated to hold the highest potential for new retail in Hudson County. Two of the top three retail categories regarding average annual consumer spending in Hudson County were groceries and dining out, and grocery stores and eating places had some of the highest sales leakage figures in the county.

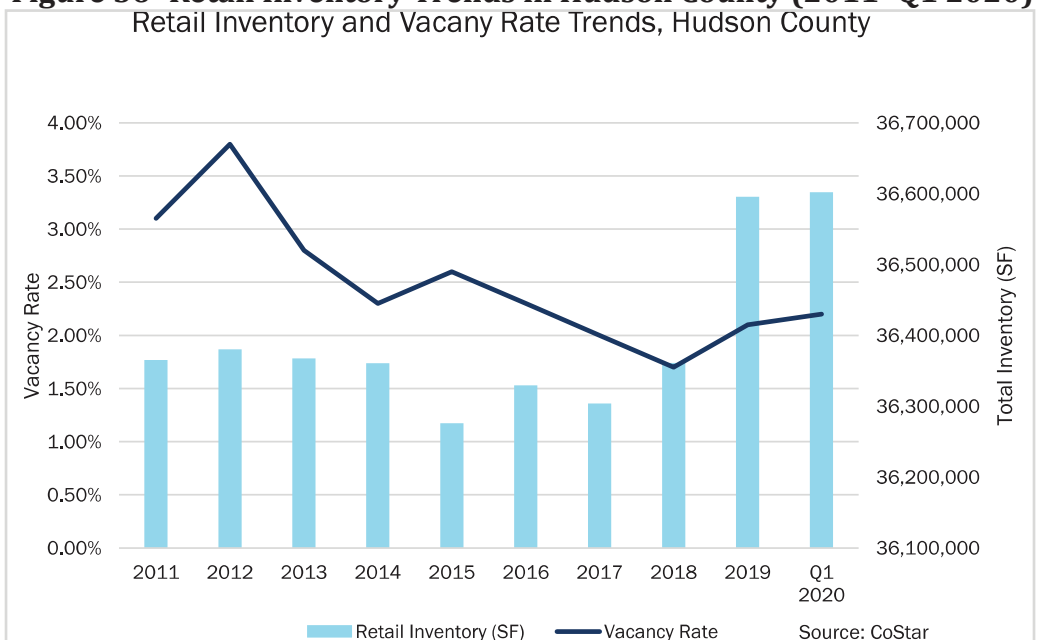
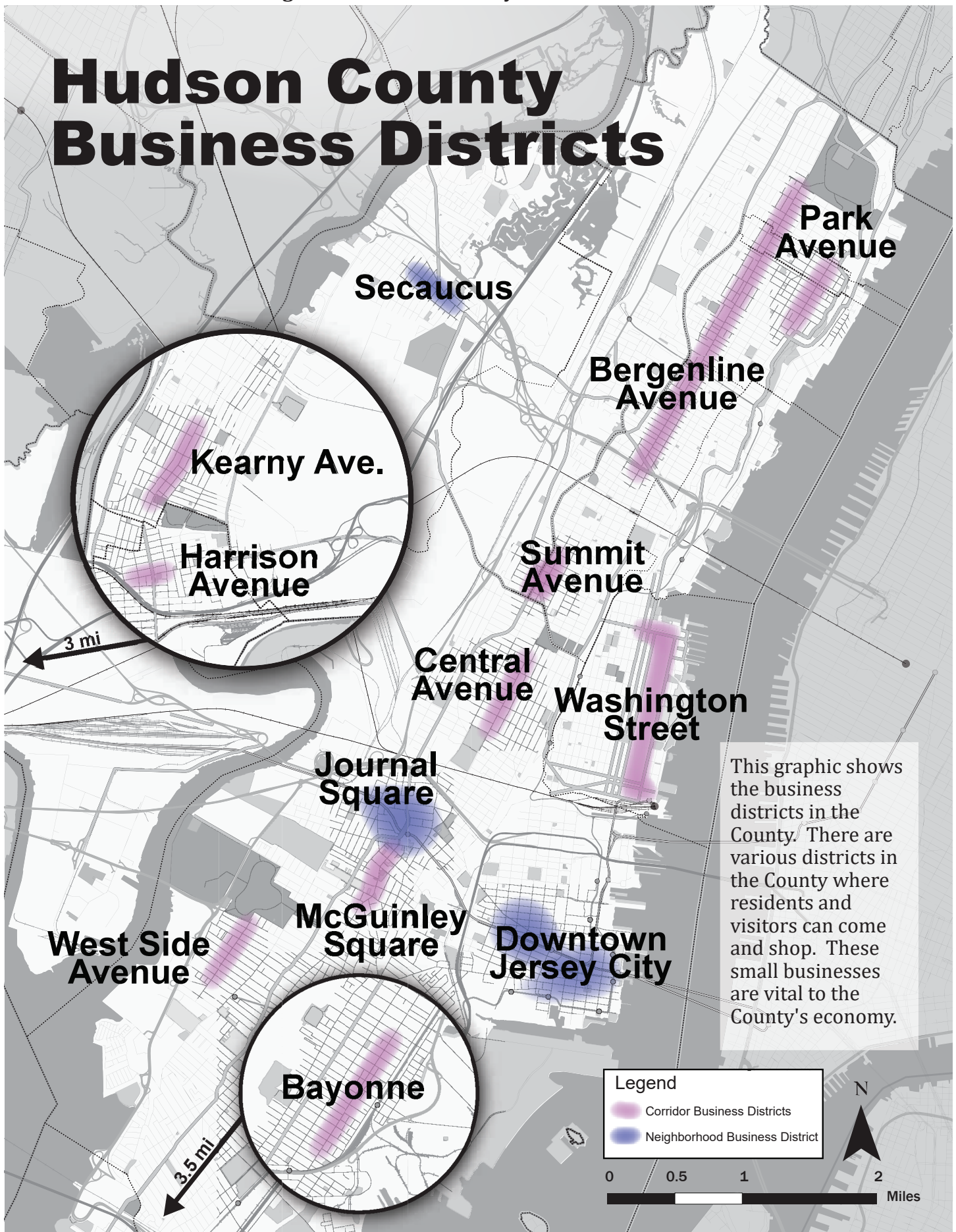
Figure 36 -Retail Inventory Trends in Hudson County (2011- Q1 2020)

Chart Source: Economic Development Strategists LLC - Industry and Real Estate Study produced for Hudson County (2020)

Figure 37 -Hudson County Business Districts



Racial Disparities

Racial disparities have been an ongoing issue on Hudson County land, even before the founding of the country, when the first Africans were forcefully brought here and used for labor during the colonization of the Americas. However, the recent murder of George Floyd and the mass protests that followed has inspired renewed focus and analysis of systemic issues regarding race and class.

Before the murder of George Floyd in 2020, there was a significant amount of data that showed ongoing racial disparities throughout the county. In the annual *Hudson County Point-In-Time Count of the Homeless* (2019) report, produced by Monarch Housing Associates, racial disparities in the homeless population were apparent. In the 2019 count, it was concluded that 46.7% of the homeless population in Hudson County identified themselves as Black/African American despite only making up 12% of the total county population³⁶.

Figure 38 -Percentage of Homeless Population By Race and Ethnicity

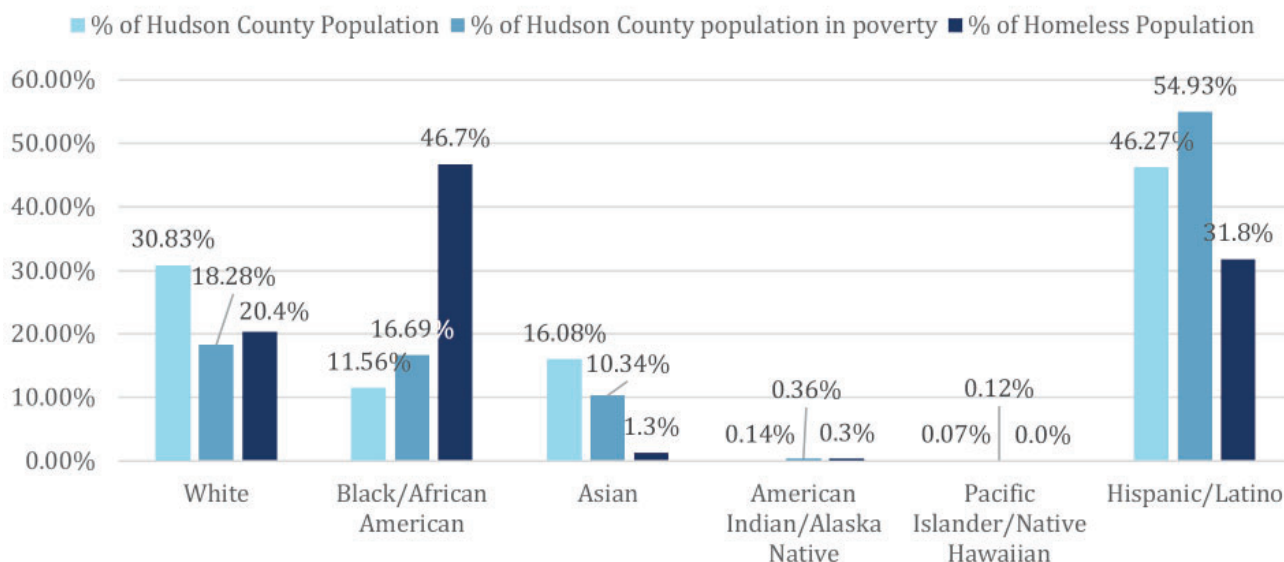


Chart Source: Hudson County Point-In-Time Count of the Homeless Report (2019)

Racial Disparities in Homeownership

Another type of racial disparity that has been ongoing throughout the state is the racial wealth gap. According to the New Jersey Institute for Social Justice (NJISJ), New Jersey has one of the biggest racial wealth gaps in the county³⁷. The gap can be seen when looking at the median net worth for New Jersey's white families (\$352,000) compared to New Jersey's Black and Latina/Latino families (\$6,100 and \$7,300, respectively). The NJISI states that the main reason for this disparity is the disproportionate rate of homeownership.

Figure 39 -Homeownership by Race (2019)

2019 Homeownership by Race		
Group	Population Makeup	Home ownership Rate
Black	12%	9%
White non-Hispanic or Latino	29%	45%
Hispanic or Latino	43%	26%
Asian	15%	18%

Source: U.S. Census Bureau ACS 2019 5-Year Estimates

In Hudson County, the racial disparity in homeownership is clearly visible when looking at data from the 2019 American Community Survey. Both Hispanic/Latino and Black population groups have smaller homeownership rates when compared to their proportional makeup throughout the county. On the other hand, White people (non-Hispanic/Latino) have a significantly greater homeownership rate than their proportional makeup in the county. Moving forward, the county and municipalities should address the many systemic issues that allow these disparities to continue and strive to create a more equitable community and economy.

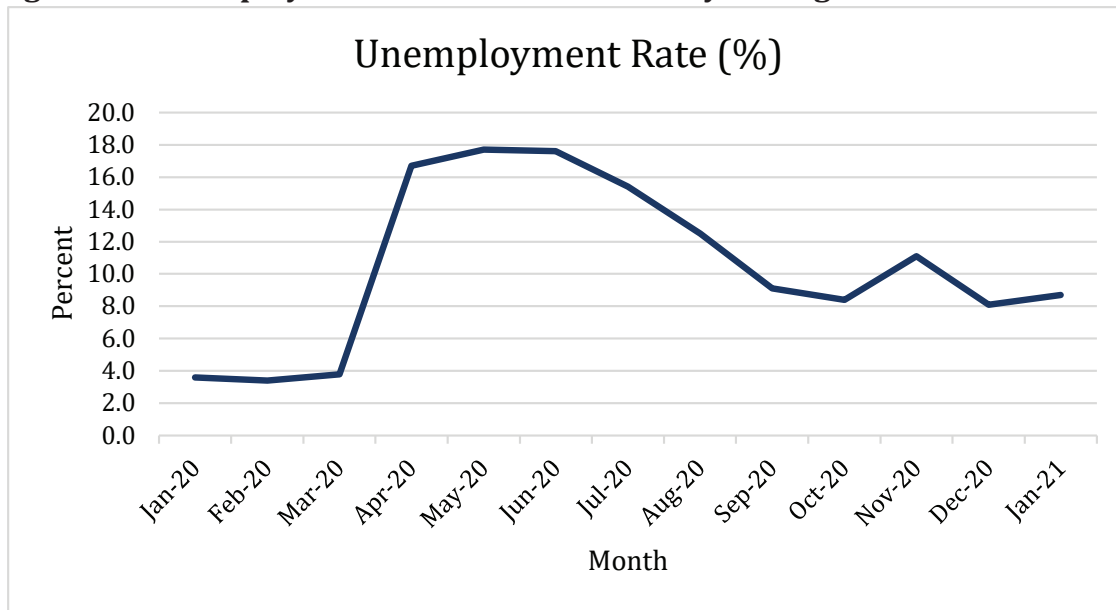
2.3 POST-COVID-19 BACKGROUND

The nature of the COVID-19 pandemic, recession, March lockdown, and the swift passage of the CARES Act provides a compelling comparison to the 2008 Recession. In the short term, employment and ridership took massive hits while online shopping and home sales spiked. The reduction in travel and increase in remote work raised questions regarding workplace innovation, economic development, and the environment, but these questions have yet to produce concrete answers or policy proposals.

Economic Impact - High Unemployment

The onset of the coronavirus and subsequent stay-at-home orders and shutting down of businesses provoked an immediate recession like that of 2008. The County unemployment rate before the COVID-19 lockdown was under 4% in February 2020. However, after the shutdown of businesses and declaration of the state of emergency by Governor Phil Murphy on March 13, 2020, the unemployment rate skyrocketed to 16.7% by April 2020. The County had one of the highest unemployment rates in the state³⁸.

Figure 40 -Unemployment Rate in Hudson County During COVID-19 Lock down



Source: New Jersey Department of Labor and Workforce Development

The recovery of various markets was much swifter than during the Great Recession due to immediate action (i.e. the liquidity bailout) from the government. Unemployment in New Jersey and Hudson County peaked in the first few months of the pandemic before gradually halving to around 8% by January 2021. This economic shock was alleviated by the passage of the CARES Act and other measures which granted unemployment benefits and an eviction moratorium, providing crucial relief for millions of people whose economic security was threatened by the nationwide shutdowns³⁹.

According to the *Economic Brief: New Jersey's Changing Economy and The Recent Impact of the COVID-19 Pandemic* produced by the New Jersey Department of Labor and Workforce Development; five occupational groups accounted for more than half of all unemployment claims. They were office and administrative, sales, transportation, food services, and personal services. All are occupations that have close human interaction.



Mask mandates were implemented throughout the County to control the spread of COVID-19. The image on the left is an example of Hoboken's "No Mask No Entry" sign. This allowed an opportunity for businesses to operate again.

Small Businesses

Among the most impacted in the economic sector by the immediate lockdown to slow the spread of COVID-19 were small businesses. A survey by the United States Census Bureau, released shortly after the spring lockdown, helped track small businesses statuses around the country. Chart 2.24 shows the data collected for the New York-Newark-Jersey City metropolitan statistical area. As time progressed, the outlook for small businesses got worse. At the start of the lockdown, about 35% of businesses stated that it would take more than 6 months to return to normal levels of operation because of COVID-19. By the end of the year, the number had risen to 54%. About 2% of surveyors stated that their business had permanently closed⁴⁰.

To prevent a bigger economic crisis, federal, state, and local governments worked together to support small businesses. Thanks to the CARES Act (2020), the Hudson County Economic Development Corporation (HCEDC) created the Hudson County Small Business Relief Program (HCSBRP) to distribute grants to small businesses with no more than 25 full-time employees who had suffered financial hardship during the pandemic⁴¹. The HCEDC also partnered with the U.S. Census and other organizations to provide a webinar on how to use census programs and tools to guide businesses towards recovery. Another initiative provided by the HCEDC was a no cost pandemic relief loan that eliminated interest on loans for small businesses and non-profit applicants

Municipalities and the County have allowed businesses to set up outdoor seating on public right of way, so patrons were able to practice the Center for Disease Control (CDC) 6 feet social distance guidelines. This caused many parklets to be implemented around the County. The introduction of parklets has greatly assisted small businesses during the height of the pandemic. Some municipalities have waived parklet application fees due to the COVID-19 state of emergency. Many of the businesses that created parklets during the pandemic are now looking to keep them permanently due to their success of them.



Parklet at Lola's Tapas Bar in Hoboken.

As of October 2021, there were 18,856 small businesses in Hudson County. Small businesses are those that employ 0 to 100 people. Together, the small businesses of Hudson County employed 141,331 people and produced a sales volume of over \$27.8 billion. This data was collected from ArcGIS Business Analyst which unfortunately does not provide adequate archival data to contrast the difference between pre and post pandemic small business data. It is important to note however, that prior to the pandemic in 2018, Hudson County was ranked 5th in the state for total GDP. The short-term impact of the pandemic and safety measures on small businesses in Hudson County, which make up over 98% of all businesses, 65% of the workforce and 82% of sales, cannot be understated.

Unsurprisingly given its size and density, Jersey City contained by far the largest number of small businesses (nearly 7,000), employed the most people (nearly 50,000) and produced the highest sales volume (nearly \$9 billion), representing a third of the county's capacity and output. In each category, the other municipalities produced a third or less of Jersey City's results. Hoboken, a small but extremely dense municipality, had the second largest number of businesses (>2,200) and employees (>25,000) but produced the sixth largest sales volume (\$2.85 billion). Instead, Bayonne and Kearny had the second and third largest sales volumes for small businesses, (\$4.1 and \$3.85 billion respectively). Meanwhile, Union City had the third largest number of small businesses (nearly 2,000), and Secaucus and North Bergen had the third and fourth largest number of small business employees, (both slightly over 13,000).

Figure 41 -Total Sales Volume of Small Business

Municipality	Total Sales Volume
Jersey City	\$11,640,120,000
Bayonne	\$4,137,220,000
Kearny	\$3,855,525,000
Secaucus	\$3,458,854,000
North Bergen	\$3,028,039,000
Hoboken	\$2,850,415,000
Union City	\$1,680,323,000
West New York	\$1,211,401,000
Weehawken	\$760,274,000
Harrison	\$733,910,000
Guttenberg	\$194,236,000
East Newark	\$29,409,000

Figure 42 -Total Number of Employees of Small Business

Municipality	Total Number of Employees
Jersey City	85,246
Hoboken	25,029
Secaucus	23,646
Bayonne	17,602
North Bergen	16,537
Kearny	15,240
Union City	13,600
West New York	8,093
Weehawken	5,133
Harrison	4,416
Guttenberg	1,575
East Newark	251

Figure 43 -Total Number of Small Businesses

Municipality	Number of Small Businesses
Jersey City	6,925
Hoboken	2,269
Union City	1,939
Bayonne	1,702
North Bergen	1,598
West New York	1,240
Kearny	1,216
Secaucus	1,199
Harrison	418
Weehawken	362
Guttenberg	201
East Newark	35

Source: ArcGIS Business Analyst

Workforce Trends: Remote Working

With the high surge of COVID-19 cases and the immediate lockdown, many offices and schools turned to remote work to continue operations. A survey by Fairleigh Dickinson University (FDU) Poll found that 51% of New Jersey workers started working from home during the COVID-19 pandemic⁴². Many have speculated that due to its flexibility and convenience, the ability to work remotely will play a large role in where workers decide to apply in the future, however, data collection and analysis on this topic is still in its early stages. Additionally, if there is a long-term demand for workers to work remotely, it can also be expected that demand for office space will decrease moving forward.

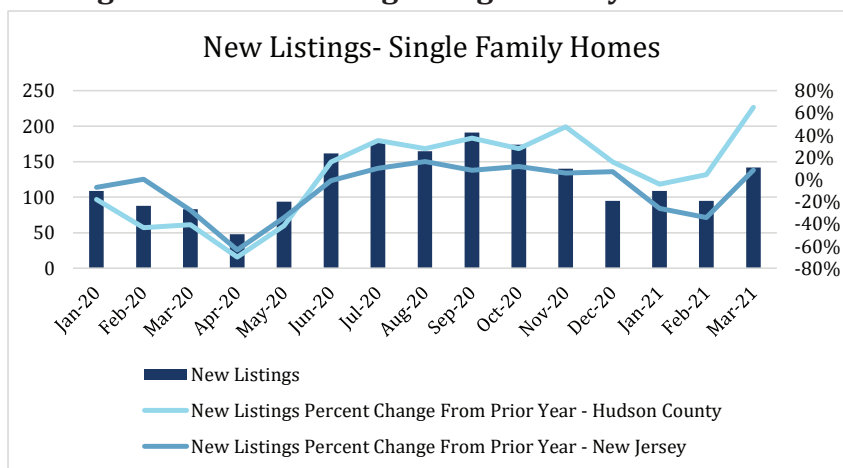
Workforce Trends: Adoption of Automation and AI

Since the implementation of COVID-19 shutdowns and restrictions on businesses, many companies have looked to automation and artificial intelligence to cope with demand and respond to labor shortages. A research study by McKinsey that surveyed 800 senior executives around the globe stated that two-thirds said they were stepping up investment in automation and AI either somewhat or significantly⁴³. Most of these businesses belong to industries in warehouses, grocery stores, call centers and manufacturing plants. The adoption of automation will decrease the demand for human workers. Developing skills for these workers to move into different industries will be an important task moving forward for the country and county.

Housing and Real Estate

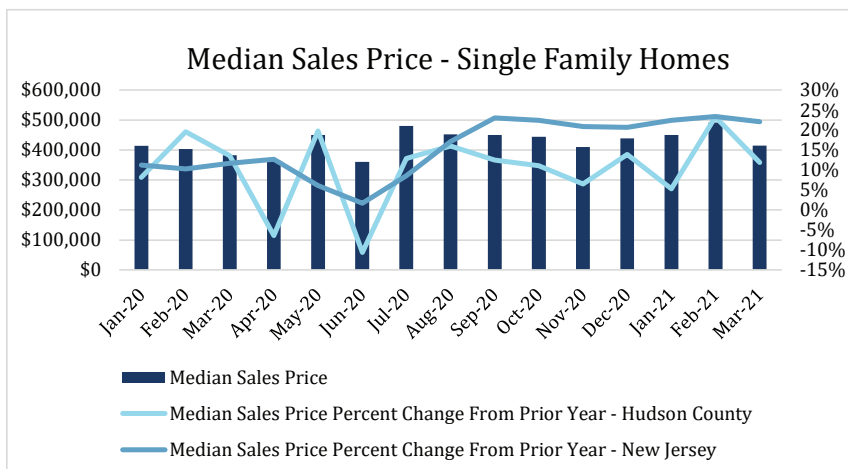
The housing market took a big hit after the declaration of the state of emergency by Governor Phil Murphy. Figures 2.28 – 2.33 show housing statistics during the pandemic that were collected by New Jersey Realtor⁴⁴. Due to the uncertainty of the pandemic, new housing listings and closed sale numbers for both single-family homes and townhouses/condos dropped in April in the county and throughout the state. During this time of the pandemic, the most important thing for households was to be safe and have a roof over their heads. However, due to the record-low mortgage rates, many homeowners and buyers saw an opportunity to participate in the market once safety features were implemented. This drove closed sale numbers and new listings upwards. Hudson County saw higher numbers of new listings for both single-family homes and town homes compared to New Jersey as a whole. This correlates with a trend observed during the pandemic where many households left urban areas after remote work became the norm. Similarly, the comparison of the number of closed sales between county and state correlates with this trend as well.

Figure 44 -New Listings- Single Family Homes



Source: New Jersey Realtor

Figure 45 -Median Sales Price - Single Family Homes



Source: New Jersey Realtor

Additional figures are located in the appendix.

Housing and Rental Assistance

The economic shutdown was implemented to slow the spread of the virus, but it also caused high unemployment. Many households were now unable to pay their housing costs. The state of New Jersey issued a statewide moratorium to shield homeowners from foreclosures during the pandemic if they had a federally backed mortgage and experienced economic hardships. The state also set up a "Homeowner Assistance Fund" which provided funding for housing related costs such as mortgage reinstatement and property taxes.

Many renters feared that eviction cases would increase since many were unable to work. In order to prevent this, New Jersey offered a statewide eviction protection policy up until December 31st, 2021. The County also implemented COVID-19 rental assistance to assist households during the economic shutdown⁴⁵.

Impact on Public Transportation

The fear of COVID-19 caused a drastic drop in ridership for all public transportation systems. This caused a decline in revenues for agencies such as the NJ TRANSIT. Due to this the NJ TRANSIT released a COVID-19 strategic response called "Ride to Recovery"⁴⁶. NJ TRANSIT employees testing positive for COVID-19 caused 79% of all rail cancellations in April and 81% in May 2020. The plan states that the main concern for riders was health and safety and thus NJ TRANSIT will focus on improving this.

Environmental Impact

The *Emissions Gap Report 2021* produced by the United Nations Environment Programme, stated that the COVID-19 pandemic led to an unprecedented decline in fossil CO₂ emissions in 2020. The halting of economic activity caused by the shutdowns initiated a 10% decline in emissions in the United States, the largest year-over-year drop since World War II⁴⁷. There is now a universal consensus that human activity is the biggest cause of climate change. However, a strong rebound in emissions is expected as the economy opens thanks to vaccination efforts.

Figure 46 -Global Greenhouse Gas Emissions From All Sources 1970-2020

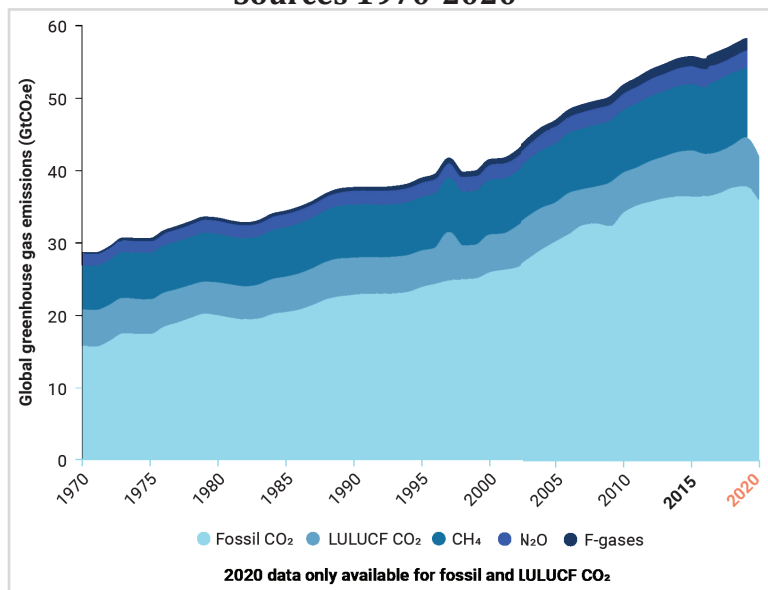
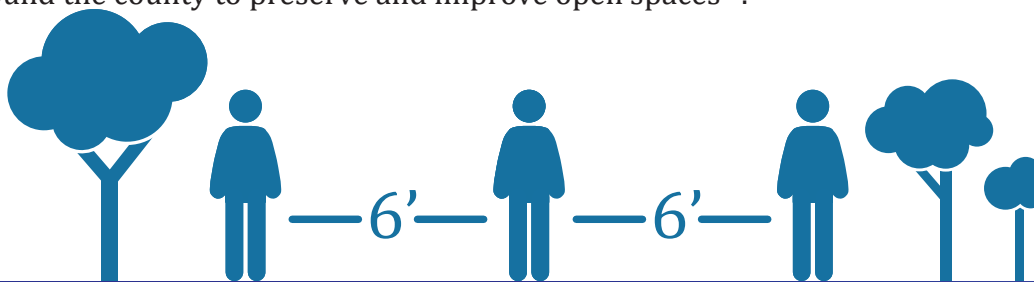


Chart Source: Emissions Gap Report 2021

The Importance of Open Space

The pandemic has also shifted the way the public perceives open space. The Center for Disease Control COVID-19 safety guidelines recommended 6 feet social distance between individuals to slow the spread of the virus. This has caused many people to meet in places with open space where such recommendations can be implemented. Since 2003, the Hudson County administration has been funding open space projects through its Open Space, Recreation, & Historic Preservation Trust Fund, many of which were essential in providing public meeting space during the pandemic. From 2017 to 2020, the County awarded \$27 million to projects around the county to preserve and improve open spaces⁴⁸.



Population Post-COVID-19

The U.S. Census Bureau releases an annual survey called the *Population Estimates Program* (PEP). The 2021 version revealed the impact of COVID-19 had on the County's population. According to the survey, Hudson County lost 3.1%, more than 22,000, of its 2020 census county population. This was the 10th largest population loss of any county in the nation. The reasons of the loss have not been examined but may be due to younger millennials fleeing back to their family homes in other parts of the state. Another explanation is that couples looking to start a family left the county to live in a home with bigger space. The effects are unknown to last but will be more transparent as data is collected.

Economic Distress

The forced economic shutdown of the pandemic caused many residents to become unemployed and therefore unable to pay their bills. Figure 45 shows the number of PSE&G accounts that had not paid their utility bill for 90+ days.

Figure 47 -PSE&G Customers Who are 90+ Days Due on their Bill

Municipality	PSE&G Customers
Jersey City	18910
Union City	4328
Bayonne	4207
West New York	3036
North Bergen	2858
Kearny	1870
Hoboken	1528
Harrison	1070
Weehawken	978
Secaucus	735
Guttenberg	541
East Newark	140

Source: PSE&G

2.4 RECOVERY EFFORTS

The economy started to reopen after the rollout of vaccinations to the public began in March 2021. However, the world that was reopening was drastically different than the one that existed before the pandemic. Many lives were lost as well as jobs, businesses, and social norms. Social issues that were once ignored such as racial disparities, climate change, equity, environmental justice, and infrastructure needs became topics to address following the reopening of the economy. This section will highlight new post-pandemic trends around the country and in the county.



Hudson Regional Health Commission's (HRHC) mobile vaccination unit at a County Fair. HRHC was vital to getting residents vaccinated.

Source: Hudson Regional Health Commission

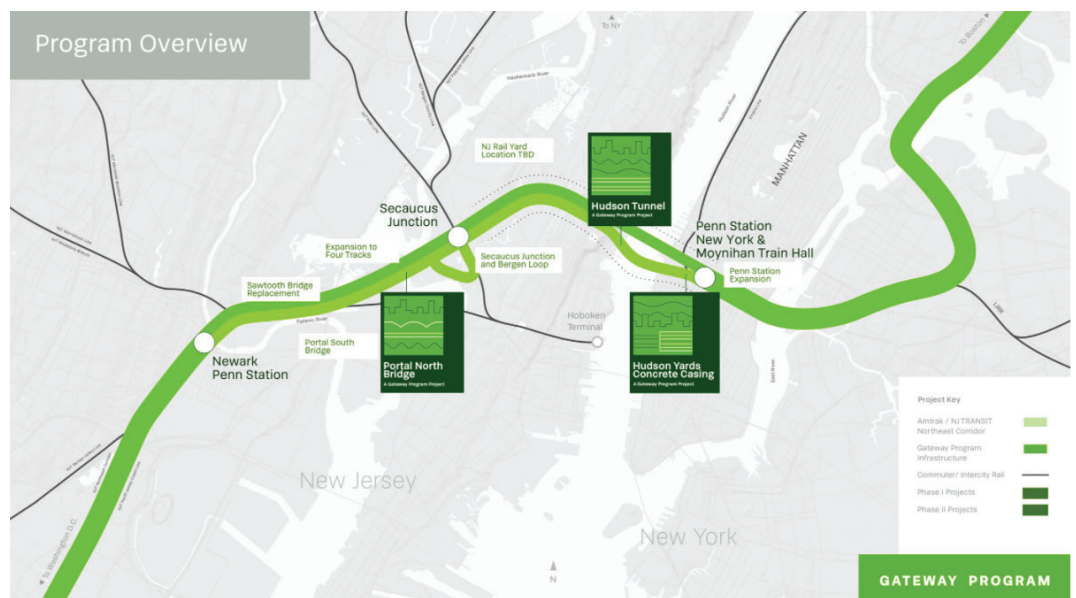
Public Investments

On March 11, 2021, the federal government passed the American Rescue Plan (2021) which continued funding many of the programs started under the CARES Act (2020). Hudson County received \$424.6M from the American Rescue Plan: \$130M was allocated to the county government itself and distributed \$294M to each of the 12 municipalities and allocated \$130M towards county government⁴⁹. The state government also created the Small Business Assistance and Support program with the help of funds from the American Rescue Plan⁵⁰. This program helps fund restaurants to implement safety features for employees and patrons.

Another element of the American Rescue Plan was the creation of six innovative challenges that are overseen by the United States Economic Development Administration (U.S. EDA); \$3B in total are allocated towards these challenges to assist communities nationwide in their effort to build back better communities after the reopening of the economy⁵¹. These funds are competitive with various requirements and timelines. Moving forward, the county, municipalities, and non-profit organizations should work together to create an innovative plan, potentially that will benefit the region and potentially be funded by these programs.

The \$1.2 Trillion Infrastructure Investment and Jobs Act (2021), also known as the Infrastructure Bill, is the most recent investment bill that has passed on the federal level. The bill will tackle many of the physical and digital infrastructure needs throughout the country⁵².

One example of a vital infrastructure project that received funding is the Gateway Program. The program is a collective of many infrastructure improvements that together make up the Northeast Corridor⁵³. Our region is focused on repairing the Hudson River Tunnels that were damaged during Hurricane Sandy. Thousands of New Jersey and Hudson County residents commute via the tunnels. This program will ensure that the people are able to travel and keep the economy moving.



Source: Gateway Program

Private Investments

Apart from the COVID-19 relief bills mentioned above, there are also incentives to get the private sector more involved with the rebuilding of the economy. The New Jersey Economic Development Authority (NJEDA) has created the *Emerge Program* to encourage economic development in priority sectors selected by the Governor's office. The program will provide per-job tax credits to projects that invest private capital into creating new good-paying jobs in New Jersey. To date, the program has funded two projects that support more than 3,500 jobs⁵⁴. The County should work with businesses to take advantage of this opportunity to bring good-paying jobs into the region.

Expectations for the Real Estate Markets - Industrial-Use Market

With the lockdown in place, many people took further precautions against infection by turning to e-commerce for their necessary shopping. This caused an increase in e-commerce sales worldwide. According to the Census, in the third quarter of 2021, the United States e-commerce sales accounted for 13% of total sales. In 2019, e-commerce sales were 10% of total sales according to the Census E-stats⁵⁵. In its 2050 plan, The North Jersey Transportation Planning Authority (NJTPA) stated that the number of e-commerce packages is projected to increase to more than 390 million packages by 2050—a growth of more than 400%⁵⁶.

The trend of e-commerce has direct effects on Hudson County and New Jersey's industrial market. In the second quarter of 2021 ability rate for industrial space was down to a record low of 3.4% in New Jersey according to a Collier International report⁵⁷. The strong demand for industrial space drove up renting prices to a record high of \$10.36 per square foot. Another real estate firm, CBRE, has stated that Northern New Jersey has one of the lowest vacancies in the country at 2.2%. Rents in North Jersey were up 33% year-over-year⁵⁸.

It currently seems as if the e-commerce market will not slow down. North Jersey's proximity to New York City allows for easy transport of goods at a cheaper market rate compared to the city. Recently, the Bayonne's Military Ocean Terminal redevelopment has attracted the United Parcel Service (UPS) to sign a lease for an 886,000 square foot regional hub⁵⁹. This will bring many jobs into the region while addressing the demand for more warehouse space.



Aerial rendering of the United Parcel Service distribution center.
Source: Hudson Reporter

The Hudson County Division of Planning, with funding from the North Jersey Transportation Planning Authority (NJTPA), is conducting a freight truck study called the "Hudson County Truck Routes Assessment". The goal of the study is to develop a comprehensive understanding of freight trucking in the county and to provide recommendations for infrastructure and efficiency improvements. The study will also assess the effects of trucking on environmental justice populations⁶⁰.



Image Source: Google Image Capture

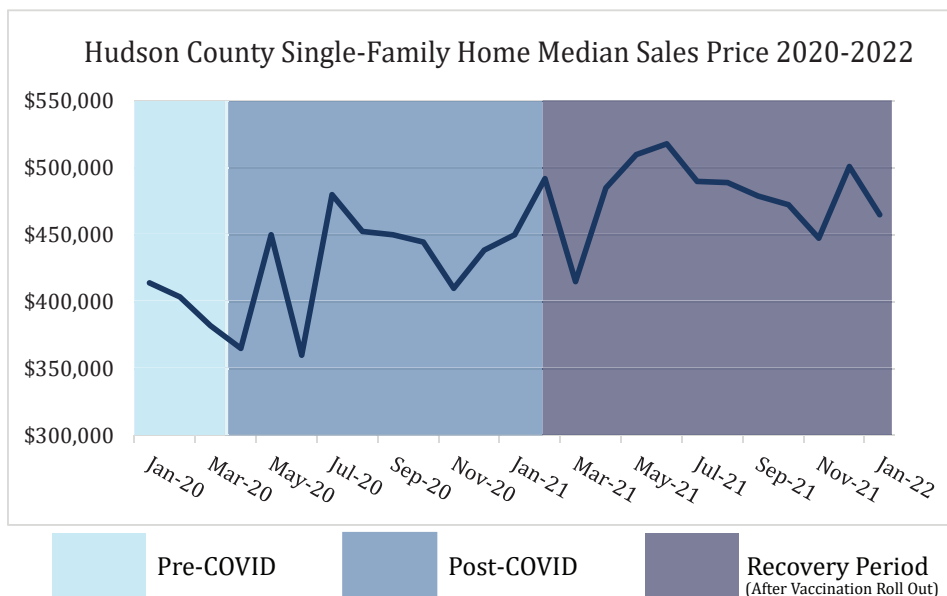
Tonelle Avenue is a major trucking route in Hudson County.

Expectations for the Real Estate Markets - Housing Market

The economy continued to open back up after the roll out of vaccinations. The single-family housing market saw an increase in sales price throughout the pandemic and maintain this momentum until the end of 2021. A direct contribution to this was the bidding wars that many buyers were forced to participate in if they wanted to own property in the County⁶¹.

Many real estate experts expect single family homes to continue increasing in price as long as low mortgage rates are given. However, as of March 2022, the Federal Reserve has increased interest rates for the first time since 2018⁶². How this impacts the housing market will depend on many factors such as how much interest rates will increase in 2022.

Figure 48 -Single-Family Median Sales Price After COVID



Source: New Jersey Realtor

Additional Renter's Assistance & Homelessness Prevention Efforts

In late August 2021, the Supreme Court ruled against the CDC's extension of the federal eviction moratorium⁶³. However, New Jersey extended the moratorium at the state level until its expiration on January 1, 2022.

Despite the lifting of the moratorium, additional rental assistance has been offered to prevent evictions extending into 2022. Under these programs, low-income families in Hudson County and throughout the Garden State who earn below 80% of the median income in their county cannot be evicted from their homes for any rent payments they missed between March 1, 2020, and Dec. 31, 2021. They simply have to fill out a form that attests to their income and that they were affected by COVID-19. After applying, any outstanding eviction court case against a tenant for missed rent will be dismissed, and landlords will not be able to file a new case for missed rent during the protected period.

In addition, the Hudson County government and the City of Jersey City received a combined \$17,457,393 of aid in April 2021 as a part of the American Rescue Plan, to be allocated towards emergency shelter, affordable housing, and support services for people at risk of or currently experiencing homelessness⁶⁴.

Another effort to combat homelessness in the county is the *Emergency Housing Vouchers*, which is a rental assistance program also funded by the American Rescue Plan that is primarily for individuals or families who are experiencing homelessness or are at risk of experiencing homelessness. The county residents also have the *Continuum of Care*, which is program to rehouse homeless individuals.

Disparities in Unemployment and Childcare

Due to the COVID-19 pandemic, unemployment rates have risen to levels not seen in a generation. New data has shown that there is a disparity between women and men when it comes to unemployment levels. A Pew Research Center analysis showed that in the third quarter of 2021 the labor force ages 25 and older for men and women decreased around the same rate (-1.1% and -1.3% respectively) when compared to the same quarter of 2019. However, women with a high school education or lower were disproportionately more affected than their male counterparts with the same level of education (-18.8% and -6.7% respectively)⁶⁵.

An ongoing challenge during the pandemic was addressing the disproportionate economic impact of school and business shutdowns on working women. Finding childcare for working mothers to replace care that was previously provided by schools was especially difficult in the early stages of the pandemic. A national survey conducted by Harvard Business Review showed that 26% of women who became unemployed during the pandemic stated it was due to a lack of childcare⁶⁶. The survey also found that Black women saw their work hours reduced more than their white counterparts, 23% for Black versus 15% for non-Black. Similarly, if a woman was single, divorced, separated, or widowed, they saw their work hours reduced more than married ones, 22% for not married versus 15% for married.

New Jersey's Department of Human Services is currently providing up to \$300 for full-time care, or \$150 for part-time care, per eligible child per month on top of the childcare assistance rate through the end of 2023⁶⁷.

Digital Divide

As seen throughout the CEDS report, the economic lockdown spawned several new work practices and trends. One of the most relevant and impactful of these changes was the switch from in-person to virtual meetings. This included everything from children going to school, to adults working in office buildings. Almost all communications were swiftly adjusted for virtual. This however created a problem for those who lacked proper internet connection and/or a digital device.



The New Jersey Department of Education has stated that as of March 2021, the number of students who lack devices or connectivity has been reduced to zero⁶⁸. However, there is still the need for households without students to have a proper and reliable internet connection and a digital device to bridge the gap of the “digital divide”. The term digital divide refers to the gap between members of society who do not have access to a computer or the internet and those that do. In the nation, New Jersey is at the forefront of closing this gap but there are a few households that still need to be assisted. In the county, Jersey City Housing Authority (JCHA) and Jersey City Mayor Steven Fulop have started an initiative to expand broadband internet access in public housing complexes at a subsidies price⁶⁹. Additionally, the Federal Communication Commission (FCC) has also begun providing internet subsidies which can be combined with the JCHA internet program for free, high-speed internet⁷⁰.

New Policy - Open Containers Law

On January 18th, 2022, Governor Phil Murphy signed into law bill S2921 which allows municipalities to designate outdoor areas where people 21 and over can drink alcoholic beverages in public⁷¹. The goal is to help local businesses by allowing a convenient option for patrons to consume alcohol in designated locations. Municipalities in other states that have experimented with public drinking and shown success. They have encouraged other municipalities throughout the country to adopt the same policy and make it part of a broader social and entertainment experience revolving around art, music, and sports⁷².



New Policy - Cannabis Legalization

Other landmark bills that Governor Phil Murphy signed into law were bill A1897 and S3454 which legalizes and regulates cannabis use and possession for adults 21 years and older. This will allow the sale and distribution of cannabis throughout the state⁷³. In Hudson County, Bayonne, North Bergen, West New York, East Newark, Hoboken, and Jersey City have all changed their zoning code to allow the use of retail cannabis establishments in their respective municipalities⁷⁴. Secaucus voted “no” for recreational cannabis establishments but already has a medical dispensary in town. Many of the towns that voted to allow recreational cannabis sales are using it for economic and social purposes. Municipalities are allowed to charge a 2% tax on all recreation cannabis sales.

Nationwide, Black/African American’s make up 2% ownership in the cannabis industry⁷⁵. The county should provide the resources necessary to allow people of color to participate in this new industry.

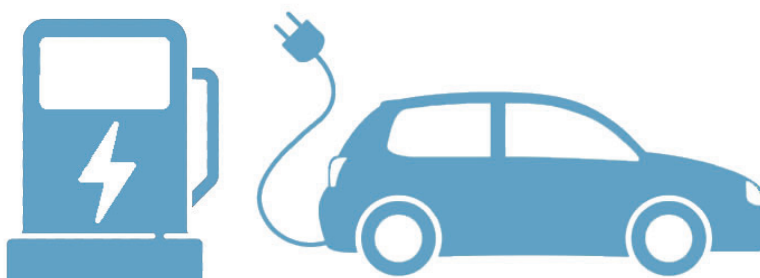
New Policy - Get Past Plastic

Starting May 4th, 2022, New Jersey retail stores, grocery stores, and food services may not provide or sell single-use plastic bags or polystyrene foam food service products⁷⁶. Single-use paper carry-out bags will be allowed to be provided or sold in all stores except grocery stores that are equal to or larger than 2500 square feet. These grocery stores may provide or sell reusable carryout bags. This is part of New Jersey’s initiative to be a more environmentally friendly state. Moving forward, the County and municipalities should work together to ensure that local business are aware of the new law.



New Policy - Electric Vehicles

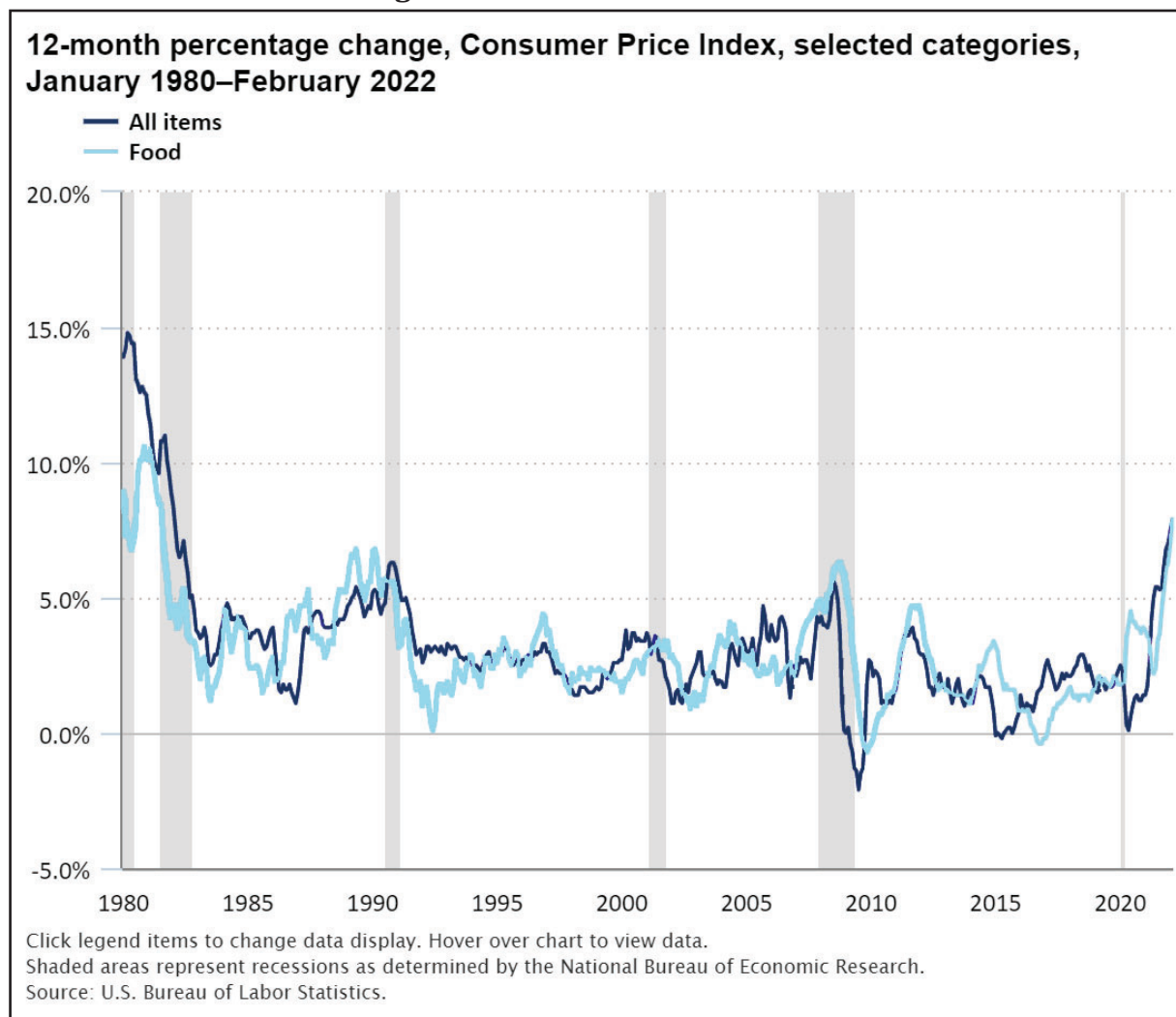
The demand for electric vehicles (EVs) has grown throughout the last five years. Electric vehicles are now seen as a great alternative to internal combustion engine vehicles. The New Jersey Board of Public Utilities (BPU) has been providing incentives for residents in the state to purchase an electric vehicle. The State’s administration set out a goal to register 330,000 EVs by 2025⁷⁷. However, to reach this target, there needs to be a cohesive and reliable network for charging stations. New Jersey’s Department of Community Affairs (DCA) published a Statewide Municipal Electric Vehicle (EV) Ordinance which requires Electric Vehicle Supply/Service Equipment (EVSE) and Make-Ready parking spaces be designated as permitted accessory uses in all zoning districts⁷⁸. As part of the Infrastructure Investment and Jobs Act, the Biden administration has allocated a total of \$104.4 million to help finance a network of electric cars throughout the state of New Jersey through 2026⁷⁹. PSE&G is also providing an electric vehicle charging station incentive for residents to install a charging station at their residency. Depending on the electric vehicle model it may be cheaper to own an electric vehicle than to own an internal combustion engine throughout the course of the vehicle’s life⁸⁰. Planning for the future of electric vehicles and the infrastructure needed to support them will be vital for Hudson County to continue attracting people and businesses people into the county.



Inflation

The U.S. Bureau of Labor Statistics (BLS) defines inflation as the over general upward price movement of goods and services in an economy⁸¹. The BLS measures inflation through the Consumer Price Index program which produces monthly reports on the prices paid by urban consumers for goods and services. In a year-to-year period, economists and the government try to aim for a 2% inflation rate. However, since February 2021, inflation has risen drastically, which correlates to the reopening of the economy. As of February 2022, inflation is at 7.9%, the largest increase since 1982⁸². This negatively affects businesses and residents of the county due to higher cost of goods and services while having a small or no growth in their income.

Figure 49 -Consumer Price Index



Top Growing Occupations

The U.S. Bureau of Labor Statistics recently released an updated top growing occupations chart shown below. The chart excludes occupations gained from the pandemic recovery efforts. This is important because it clearly shows which jobs have been increasing that were not lost due to the economic shutdowns such retail and other service jobs. According to the chart, the industries that are projected to grow belong to medical care and renewable energy. Focusing on these industries moving forward will allow the region to capture some of the growth and increase productivity in the county.

Figure 50 -Top 10 Growing Occupations Post-COVID-19
Top 10 Fastest Growing Occupations, Excluding Pandemic Recovery*

	Percent change, projected 2020-30	Employment change, projected 2020-30 (in thousands)	Median annual wages, May 2021
Wind turbine service technicians	68.2%	4.7	\$56,260
Nurse practitioners	52.2%	114.9	\$120,680
Solar photovoltaic installers	52.1%	6.1	\$47,670
Statisticians	35.4%	14.9	\$95,570
Physical therapist assistants	35.4%	33.2	\$61,180
Information security analysts	33.3%	47.1	\$102,600
Home health and personal care aides	32.6%	1,129.9	\$29,430
Medical and health services managers	32.5%	139.6	\$101,340
Data scientists and mathematical science occupations, all other	31.4%	19.8	\$100,480
Physician assistants	31.0%	40.1	\$121,530

*Data excludes occupations that had a decline in wage and salary employment greater than the decline for all occupations from 2019 to 2020 (approximately 6%).

Note: Wage data are from the Occupational Employment and Wage Statistics program, U.S. Bureau of Labor Statistics.

County Priority Projects

The Division of Planning reached out to municipalities to understand priority projects they are considering moving forward. The following subsection cover these potential projects, some of which have already been started in the form of a study.

Separating CSO System and Raising Streets in Public-Private Partnerships

In accordance with its Long-Term Compliance Plan (LTCP), the North Hudson Sewage Authority (NHSA) will soon be designing and installing a new high level storm sewer (HLSS) system in the Northern portion of Hoboken that will separate the existing combined storm water/sanitary sewer lines to reduce the number of combined sewer overflow discharges into the Hudson River ("CSO events") and reduce flooding in northern Hoboken. The HLSS project will simultaneously require the raising of numerous streets and intersections in Hoboken's North End to effectively accommodate the new HLSS. Whereas the underground sewer system is the purview of NHSA, the City of Hoboken is responsible for the streets. The NHSA and the City will also coordinate closely with properties in the North End that will be redeveloping in accordance with the newly adopted North End Redevelopment Plan to ensure their buildings, sites, sidewalks, and curbs are designed to the required elevations for the NHSA HLSS project. A major challenge will be addressing the raising of streets and sidewalks along existing buildings that do not intend to redevelop but that may be impacted by a change of grade along their frontage.

Clay Street Bridge

The Clay Street Bridge is a bridge located on the Passaic River which connects Newark and East Newark. Nearly 13,000 vehicles use the bridge daily to cross between Hudson and Essex County. The bridge is past its lifespan and is in need of constant repairs. A study concluded that the bridge should be replaced which may cost about \$70 million.

Bridge Street Bridge

Similar to the Clay Street Bridge, the Bridge Street Bridge is located on the Passaic River connecting Newark and Harrison. The bridge is in poor condition and does not meet current safety standards. A study is currently taking place to identify the best method of replacing or rehabilitating the structure.

Hudson-Bergen Light Rail Extensions

The Hudson-Bergen Light Rail system has had a great impact on Hudson County since it began operating. The light rail has been a catalyst for economic development in the County and current efforts are to expand the service to from the West Side Avenue station to Route 440's Bayfront Redevelopment Area. This expansion will allow residents to commute easily into other parts of the County or into New York City. Additional expansions should also be explored to create easier mobility in the region.

Meadowland Parkway Bridge

The Meadowland Parkway Bridge connects Secaucus to various transportation networks such as the New Jersey Turnpike, the Frank R. Lautenberg NJ TRANSIT Station, and Route 3. A study concluded that the most cost efficient way to handle the bridge is to tore it down and rebuild it with new safety features such as pedestrian sidewalk and bike lines.

JFK BLVD Improvements Project

John F Kennedy Blvd. is a county road that stretches from Bayonne to North Bergen. JFK Blvd. has been prone to various accidents. A study is currently being done to explore the best method to create a safer road for automobiles and pedestrians. Acquiring funding will be vital to implementing any recommendations.

Koppers Peninsula Infrastructure Project

The Koppers Coke Site, located in Kearny, was previously an industrial operation site which resulted in significant contamination on the site. The Koppers Coke Site was filled with dredge spoil that is acting as a cap for the contamination. After the NJSEA declared the site a redevelopment area, the HCIA, the owner at the time of the land, sold the site to Morris Kearny Associates Urban Renewal. As part of the sale agreement, HCIA is responsible for building infrastructure on the site which includes a new roadway, water, sewer, gas, electric, cable, and phone utility equipment.

Vocational Technical School in Bayonne

The Bayonne Planning Board approved a new county vocational school to be constructed where Bayonne's high schools tennis courts currently reside. The new school will be a two-story, 36,000 square foot building that will accommodate mechanical, electrical, plumbing, and other building trades training programs. The school is scheduled to be open in the fall of 2024.

Honorable Frank J. Guarini Justice Complex

The construction of the Honorable Frank J. Guarini Justice Complex will house many offices currently in the Hudson County Administration Building. The new complex will improve traffic flow by reconfiguring the street network and will include open space. This project is seen as a catalyst for revitalization of the Journal Square area.

Secaucus Senior Center

The old Secaucus senior center had oil tanks leaking underneath the buildings. The center was demolished to remove the contaminated soil since it was cheaper to built a new center rather than remediating the building. In March 2022, Rep. Bill Pascrell Jr., announced \$950,000 in federal funds to support the construction of a new senior center in Secaucus.

Building Resiliency in Kearny Point

Kearny Point is one of the few underdeveloped locations in the county. This area has access to Newark International Airport, the NJ Turnpike, and New York City, which makes it an attractive place for industrial use. There are multiple plans that are preparing for significant economic growth and expansion of jobs and businesses in Kearny Point. However, this area is also susceptible to the effects of climate change in both sea level rise and storm surges.

To mitigate this, Hugo Neu, the owner of the property, has two proposals:

1. Complete 3 Green Streets Upgrades with Added Storage to Reduce Local Flooding in Kearny

The three streets are S. Hackensack Avenue, Central Avenue, and John Miller way. Together the three streets have a potential to store up 700,000 gallons. Construction costs are in the range of \$24M to \$40M.

2. Built a Grey/Green Coast Flood Wall Along the Hackensack River

A well designed coastal barriers can built resiliency during storm surges. A 14.5ft flood wall along Kearny Point/Hackensack waterfront with a pedestrian pathway and additional storage is estimated to cost \$50M to \$70M.

Both proposals will need to be a collaborative effort between public and private sectors.

Naval Reserve Building

The Hudson County Board of Commissioners actively invests into the Warming Center in South Kearny, also known as the *Naval Reserve Building*. The Warming Center offers a warm and safe place for unsheltered homeless individuals during the cold parts of the year. In 2021, the Hudson Board of Commissioners provided about \$500,000 in funding for the operation of the Warming Center. The center is able to shelter about 75 homeless individuals and the county is currently looking to expand that by increasing investments.



Flooding has been a reoccurring issue in Hudson County.

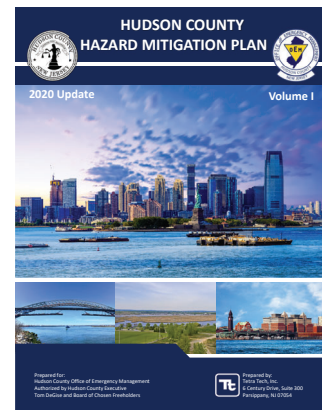
RESILIENCY

A major component of the Comprehensive Economic Development Strategy (CEDS) is the ability to address how the region can be economically resilient. The United States Economic Development Administration (U.S. EDA) evaluates this in three attributes:

1. The ability to recover quickly from a shock,
2. The ability to withstand a shock, and
3. The ability to avoid the shock altogether.

Shocks and disruptions can come in the form of downturns in the national and international economy that affect locally produced goods and or consumer spending, downturns in specific industries such as those that are big exporters of the local economy, and/ or other external shocks such as natural or man-made disasters⁸³.

The County has implemented and is currently pursuing multiple initiatives to make the region more resilient. Recently, the County has adopted the *2020 Hudson County Hazard Mitigation Plan* that was produced by the Hudson County Office of Emergency Management (OEM). The *2020 Hudson County Hazard Mitigation Plan* is a long-term strategy that allows the County to properly plan to reduce disaster losses and prepare for a strong recovery process after disasters have shocked the County and its jurisdictions. The hazard mitigation plan lists coast erosion, severe weather and flooding as high hazard, therefore, there is a high priority to plan for those events.



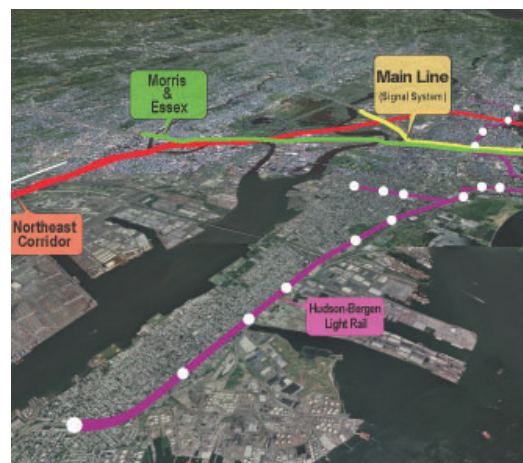
The 2020 Hudson County Hazard Mitigation Plan.
Source: Hudson County OEM

Even without the pandemic, the looming threat of climate change and increased flooding was always going to be a topic of future concern and economic investment for Hudson County. In the past four decades, the risk of tidal flooding doubled in New Jersey and wind damage from hurricanes is no longer confined to coastal communities. Super Storm Sandy and most recently Hurricane Ida, each showed Hudson County and most of New Jersey, just how devastating flooding can be. In the *New Jersey's Rising Coastal Risk* (2019) report produced by Rhodium Group, it was stated that Hudson County has the highest expected average annual loss in all the counties in the state at an expected loss of \$300-\$660 million due to flooding. Hudson County also has the second-highest change in expected average annual loss from hurricanes, between 0.6 to 2 percent of the county's economic output. This calculated loss does not consider infrastructure repairs and potential loss of life. To combat the projected economic losses and encourage continued growth, Hudson County must balance its economic development strategy between recovery from the pandemic and environmental resiliency.

Recent & Current Initiatives

There are initiatives throughout the county that will mitigate and prevent flooding and the effects of sea-level rise. Hoboken, Jersey City, and Bayonne are part of a joint effort with the New Jersey Department of Environmental Protection (NJDEP), Newark, Ironbound Community Corporation, HOPES Community Assistance Partnership, and Hudson County called *Resilient New Jersey* to identify and implement flood risk mitigation strategies for long-term economic resilience in the region. *Resilient New Jersey* focuses on mitigating flooding through physical infrastructure and policy recommendation.

NJ TRANSIT is leading the project of the NJ TRANSITGRID micro-grid, which will supply energy for rail infrastructure during storms or other times that commercial power grid may fail. The impact of Hurricane Sandy left parts of the region without power for up to 8 days. During that time, rail services were unable to run due to the lack of power. The NJ TRANSITGRID will allow the movement of people and prevent economic loss during a hazardous event such as Hurricane Sandy. The facility is proposed to generate power 24/7 which will allow NJ TRANSIT to sell energy back to the grid yielding an extra profit.



NJ TRANSITGRID's location with the rail lines it will be able to power in emergencies.
Source: NJ TRANSITGRID Fact Sheet

Another initiative that is building resiliency is Hoboken's *Rebuild by Design* project that is being funded by the United States Department of Housing and Urban Development (HUD). *Rebuild by Design* is a multi-phase project that will address flooding from storm surges and high tides. The project has 4 integrated components that include *Resist*, *Delay*, *Store*, and *Discharge*. The *Resist* element will be a focus on creating barriers made up of hard infrastructure and soft landscaping features. The *Delay* component will focus on slowing stormwater runoff by incorporating green infrastructure throughout the region. The *Store* section will capture stormwater with grey infrastructure improvements such as bio-retention basins and green roofs. The water will then be *Discharged* at an appropriate time with the help of an enhanced Hoboken stormwater management system. Hudson County was essential to the initiative by providing funding to Hoboken for the Hoboken Cove Park through the Hudson County Open Space Trust Fund and allowing County-owned roads to be used for the overall project.

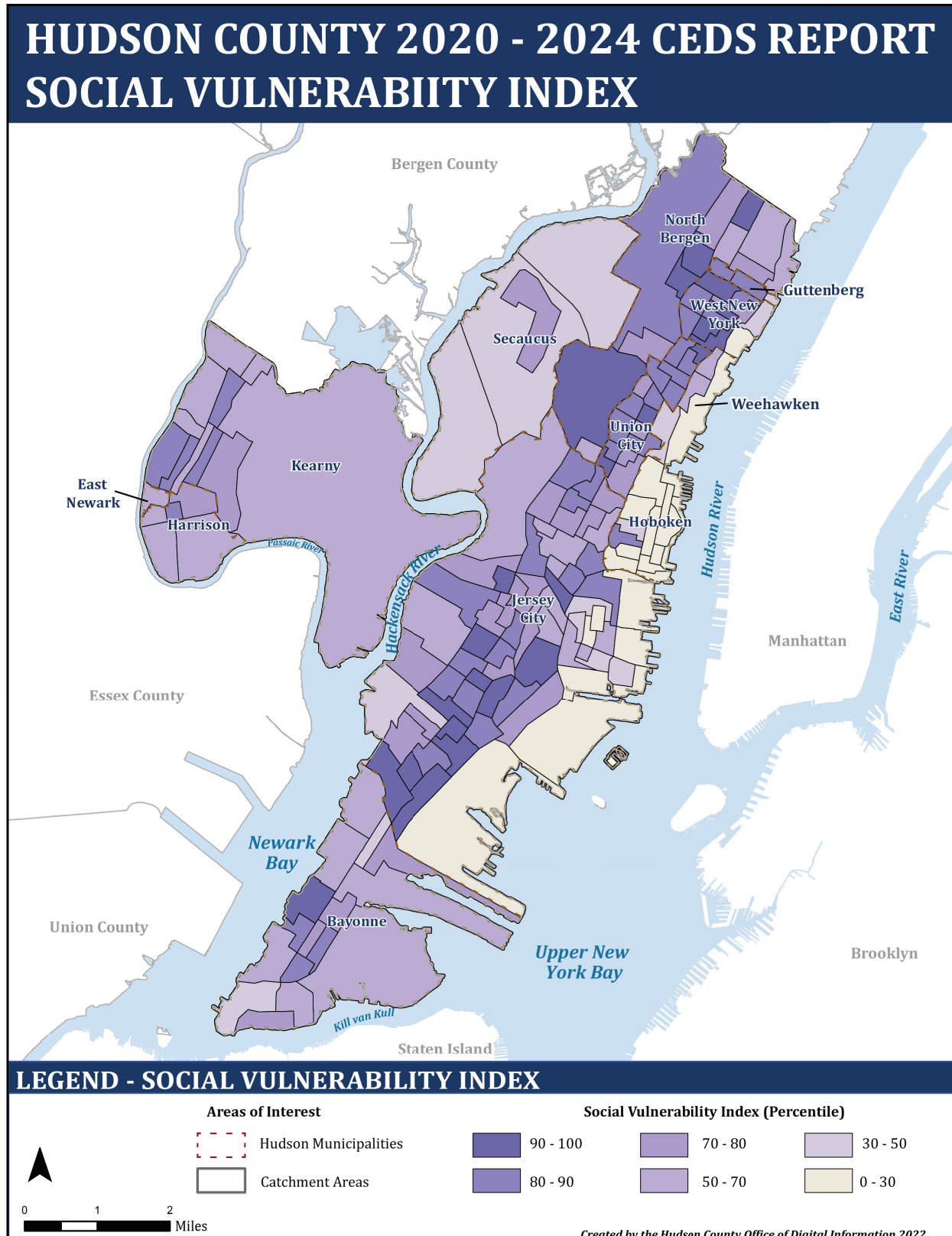


The different components that mitigate flooding working together to form a comprehensive strategy to build resiliency in Hoboken.
Source: OMA

Social Vulnerability

The Center for Disease Control (CDC) has created a social vulnerability index to help identify communities that are the most likely to need support before, during, and after a hazardous event. Different factors contribute to the index calculation such as poverty, lack of access to transportation, crowded housing, language barriers, and more. The Hudson County Office of Digital Information produced the map below identifying the most vulnerable communities in the County.

Figure 51 -Social Vulnerability Index



Diversified Economy

Apart from natural disasters, the County should be resilient from downturns and other man-made economic shocks. Being too dependable on a particular industry and business will put the County's economy at risk. For the County to be resilient, it needs to have a diverse range of industries. Currently, the County has four industries that are heavily concentrated in the region and can be considered exporters. However, 3 of the 4 top industries, *Finance and Insurance, Information, and Real Estate and Rental and Leasing*, are all tied to office space which is predicted to decline in demand due to the popularity of working remotely. The impact this will have on the County and its workforce is still unknown, but many cities have explored with co-working space to offer better flexibility to this new trend. Apart from this, the County should attract different industries to ensure that one trend won't negatively impact the local economy.

Sustainable Economic Growth

Today, fossil fuels are the most common source of energy production in the country despite releasing large amounts of greenhouse gases. Those same greenhouse gases are responsible for the effects of climate change around the world. As mentioned in the Resiliency section, economic growth is connected to the health of the environment. As the negative effects of climate change worsen, Hudson County will experience bigger economic losses due to flooding damages and loss of economic activity. Due to this, creating a green and diverse economy is essential for a sustainable economy and environment.



Green Economy

With many corporations and governments looking to become more sustainable, the green economy is in a position to grow over the next couple of years. Climate policies and commitments will drive demand for green skills upwards. A report by LinkedIn has stated that “in the last five years, the number of Renewables & Environment jobs in the U.S. has increased by 237%, in stark contrast to the 19% increase for Oil & Gas jobs. At this pace, the Renewables & Environment sector will outnumber Oil & Gas in total jobs on our platform by 2023¹⁵”. The Infrastructure Bill and Jobs Act that was passed by the Federal government will include many programs that will fund energy-efficient development and climate change mitigation. The County should welcome Green Entrepreneurship and Green Workforce Development programs to capitalize on this new demand.

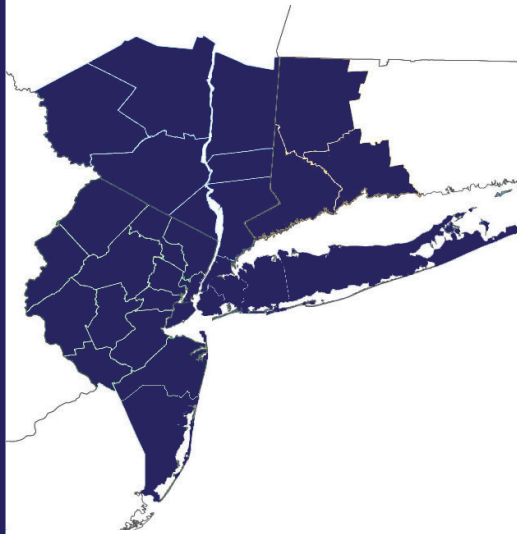
One of the biggest industries in the County that will be susceptible to the impact of climate change is the transportation industry. In 2019, 4 out of the top 10 industries by NAICS 4-digit location quotient were from the transportation sector. This includes *Inland Water Transportation, Freight Transportation Arrangement, Charter Bus Industry, and Support Activities for Water Transportation*. According to the EPA, about 14% of 2010 global greenhouse gas emissions came from the transportation sector⁸⁴. The transportation sector needs to evolve for New Jersey and Hudson County to be sustainable and competitive. A strategy listed in New Jersey Energy Master Plan states “reducing energy consumption and emissions from the transportation sector, including encouraging electric vehicle adoption, electrifying transportation systems, and leveraging technology to reduce emissions and miles traveled”⁸⁵. Getting the transportations sector to transition into electric vehicles will require collaboration between the private and public sectors. New Jersey Economic Development Authority (NJ EDA) has launched a pilot program called New Jersey Zero-Emission Incentive Program (NJ ZIP) which will support businesses and institutions purchase new, medium-duty zero-emissions vehicles in the greater Newark Area which includes Kearny, East Newark, and Harrison.

NYC Metropolitan Area

Regional Profile

6%
*Population
growth in the
past decade**

2020 Population : 23.5M*



6% Growth
*in housing
unit supply
in the past
decade**



KEY INDICATORS



Unemployment
Rate: 4%



Percent Below
Poverty: 15%**



Per Capita Income:
\$40,740**



Median Household
Income: \$71,189**

Sources: U.S Bureau of Labor Statistics 2019, * 2020 Census, ** Hudson County American Community Survey 2019 5-Year Estimates

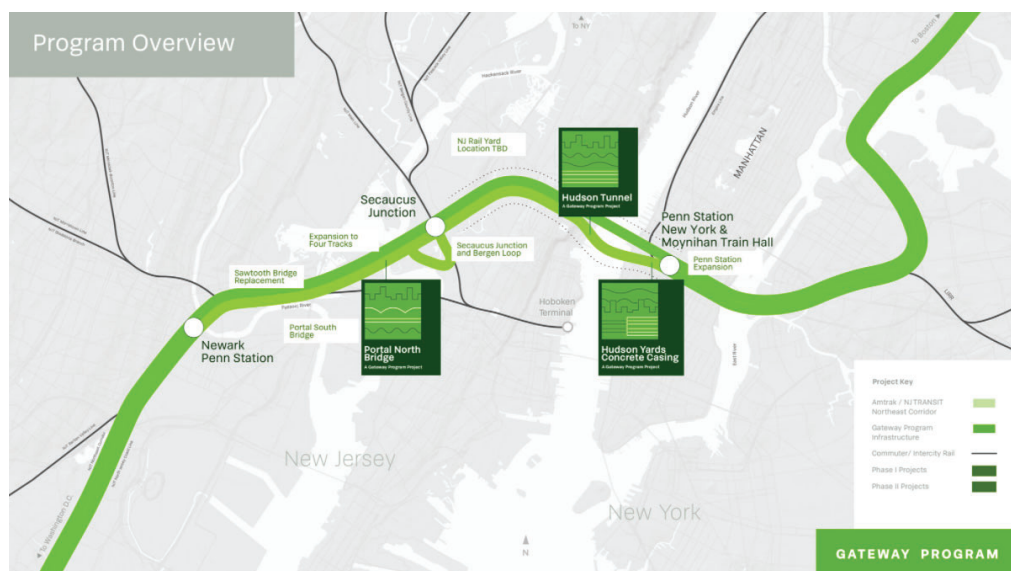
NOTABLE CAPITAL PROJECTS

Gateway Program - Ongoing

The Gateway Program is a set of various rail infrastructure projects on the Northeast Corridor that connects North New Jersey and New York City. The Portal Bridge, the Holland Tunnel project, and Penn Station NY expansion are some of the projects included in the Gateway Program. The current infrastructure is in poor condition and needs to be repaired as soon as possible. The program is an essential project to New Jersey, New York, and to the nation due to the economic output that is produced by commuters using this transportation system. It is predicted that if the system were to fail, it would cost the regional economy \$100 million a day. New York and New Jersey Governors agreed to split the project cost 50/50. Amtrak, NJ TRANSIT, and Port Authority of New York and New Jersey are all involved in the implementation of the program. The federal government included funding for the Gateway Program in the infrastructure bill.



Amtrak rail using the current tunnels which allows for regional commute from Washington D.C. to New York to Boston.



Visual outline of the Gateway Program.



Rendering of the new Portal Bridge.

Source: Gatewayprogram.org

NYC Metropolitan Area

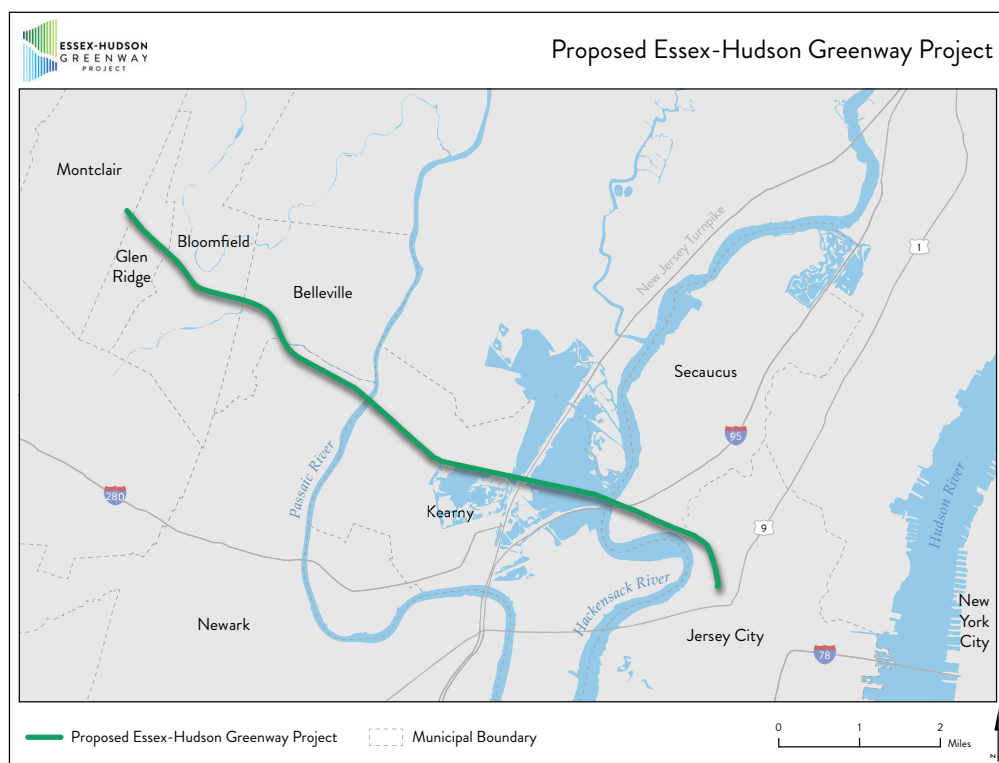
Regional Profile

Continuation

NOTABLE CAPITAL PROJECTS

Essex-Hudson Greenway - Ongoing

The Essex-Hudson Greenway is a proposed linear park that will stretch from Jersey City to Montclair. In November 2021, the State of New Jersey announced that it will secure purchase rights of a former railway that was going to be preserved as a greenway. The greenway will be nearly 9 miles long and will allow biking, walking, hiking, and running on the trail. A total of 135 acres will re-purposed as green space. The greenway will allow residents to commute throughout Northern New Jersey without the use of an automobile. The State is currently in negotiations with the former railway company to acquire the right-of-way⁸⁶.



The proposed Essex-Hudson Greenway route will go through 8 municipalities and 2 counties.



Renderings of proposed designs for the Essex-Hudson Greenway,



Image Source: Open Space Institute

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Hudson County

County Profile

14%

*Population
growth in the
past decade**

2020 Population : 724,854*



16%

*Growth in
housing unit
supply in the
past decade**



KEY INDICATORS



Unemployment
Rate: 4%



Percent Below
Poverty: 15%



Per Capita Income:
\$40,740



Median Household
Income: \$71,189

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS

Honorable Frank Guarini Justice Complex - Ongoing

The new Honorable Frank Guarini Justice Complex and the renovation of the historical William J. Brennan Courthouse are part of the larger process of replacing the Hudson County Administration Building. The building is constantly requiring repairs which is costing the County a lot of money while its design layout is outdated and does not conform to the NJ Courthouse Facility Guidelines. The new Complex will be home to 24 Courtrooms, Hearing and Mediation Rooms, Grand jury, and Jury Assembly Spaces. Various County departments will have office space in the new complex such as Hudson County Prosecutor, the Surrogate, and the Sheriff department. The renovation of the William J. Brennan Courthouse will house 10 civil courtrooms for the Hudson Vicinage. A parking facility will be provided for jurors, county and court employees.

The project will also improve traffic flow in the Journal Square area by reconnecting Central Avenue and widening Oakland Avenue into a two-way street. The new Hudson County Justice Complex is planned to be a catalyst for the revitalization of the Journal Square area of Jersey City. Apart from a new building and traffic improvements, the plan also includes the construction of a new public park where the current Hudson County Administration Building stands.

The total cost of the new Hudson County Justice Complex is estimated to be \$300M to \$320M. The entire project is scheduled to be completed by 2024. Apart from the necessity of building a new complex, the County set goals for itself to include more diversity in the construction of the complex. One goal was a 30% diversity inclusion of workers, 201 are Hudson County residents. Another goal was to include “disadvantaged businesses” of which the County has hit 90% of that goal in March 2022⁸⁷.



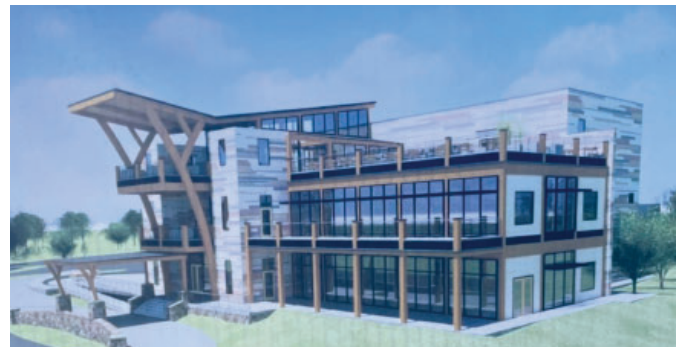
Renderings by Rafael Vinoly Architects
Source: Hudson County Courthouse



Rendering of the new County Justice Building. Rendering by Rafael Winvoly Architects.

The View at Lincoln Park - Ongoing

The View at Lincoln Park is a new banquet hall and restaurant that will be in Lincoln Park. The new hall will replace the former Casino in the Park and will have spaces opened to the public and a rooftop area. The building will be owned by the County and will be operated by Landmark Hospitality which owns Liberty House Restaurant, another well-known destination in the county. The project will use union labor and is estimated to cost \$12M to complete⁸⁸.



Rendering of the The View. Source: Landmark Venues



Hudson County

County Profile Continuation

NOTABLE CAPITAL PROJECTS

HCIA Koppers Peninsula Infrastructure Project: On-going

Bayonne has been trying to redevelop the 64-acre former Chevron-Texaco brownfield site since 2003 after declaring it an area in need of redevelopment. Shortly after, Bayonne adopted the Texaco redevelopment plan. However, the city has amended the redevelopment plan multiple times throughout the 2010s.

Recently, as per the request of the property owner, Togus Urban Renewal, the city council adopted the latest amendment to the plan, which will allow for film studios and associated production facilities to be eligible uses on the site.

The Caschem site, another Togus property adjacent to the Texaco site, has also seen a redevelopment plan approved. The redevelopment plan lists multi-family dwellings, restaurants, public recreational facilities, and offices as permitted uses. The vision of this site is to be the entertainment district of Bayonne's western shore⁸⁹.

Figure 2. Koppers Coke Peninsula Redevelopment Area: Boundary Map

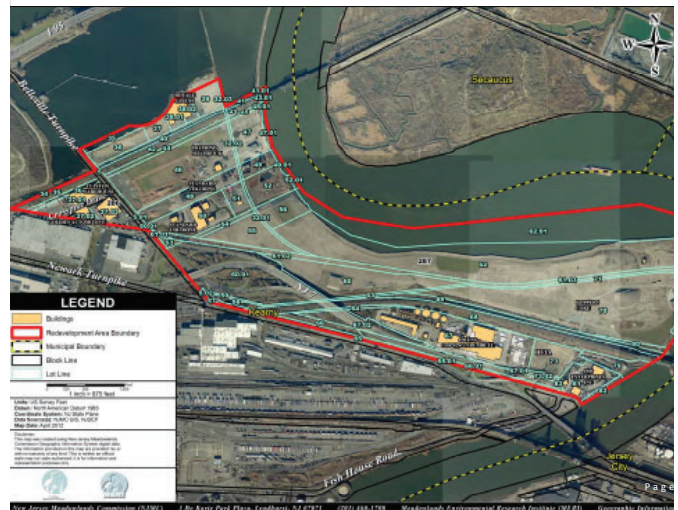


Image Source: Map attained from NJSEA Koppers Coke Peninsula Redevelopment Plan

JFK (Kennedy) BLVD. Project: On-going

Hudson County, the North Jersey Transportation Planning Authority (NJTPA), and the New Jersey Department of Transportation (NJDOT) are currently conducting a local concept development (LCD) study to evaluate appropriate traffic improvements to the John F. Kennedy Boulevard. JFK Blvd is one of the NJTPA's region's highest ranked pedestrian corridor which means it is a high crash rate area for pedestrians and cyclists. The site of the study is from Pavonia Avenue to St. Paul's Avenue. The study is the first phase for federally funded transportation improvement projects. The project's goal is to enhance safety and improve traffic circulation. The project has been on-going since January 2020 and has hosted various virtual public meetings for public comments.



Due to the Journal Square Transportation Center and the PATH Plaza, this area of John F. Kennedy Boulevard is very busy with residents and commuters.

Source: JFK BLVD Project

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Bayonne

Municipal Profile

13%

*Population growth in the past decade**

2020 Population : 71,686*



7% Growth
*in housing unit supply in the past decade**



KEY INDICATORS



Unemployment
Rate: 4%



Percent Below
Poverty: 14%



Per Capita Income:
\$33,223



Median Household
Income: \$62,450

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS

Bayonne Bridge Raising: Completed

The 2016 completion of the Panama Canal expansion prompted a large increase in the size of cargo ships. This has had a dramatic impact on all infrastructure connected to the trade route, leaving the Bayonne Bridge specifically in a predicament where it was too low to allow the new cargo ships to pass under and enter the Port of New York and New Jersey.

To prevent a loss of \$200 billion worth of goods flowing into the ports annually and considering the millions of vehicles that crossed the bridge, the Bayonne Bridge had to be raised in height without completely shutting down traffic. Shutting down traffic would have had a huge impact on the whole transportation network.

In June 2019, The Port Authority of New York & New Jersey, alongside WSP USA, and HDR, completed the raising of the bridge. They also added extra improvements like reinforcements for higher wind loads and mechanisms that allow for future light rail usage. The bridge also became the first open road electronic toll owned by Port Authority⁹⁰.



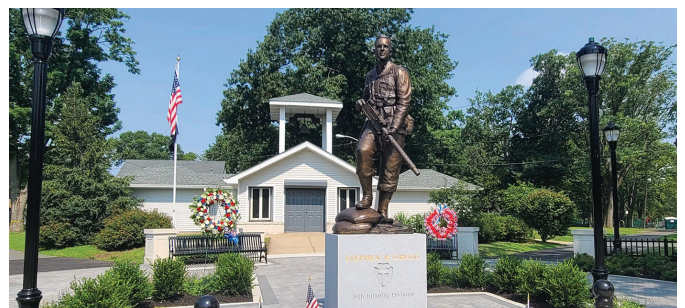
The *Bayonne Bridge Raising* is one of the most important regional capital projects in recent time.



Image Sources: WSP US Bayonne Bridge Raising

Stephen R. Gregg Park Improvements: Completed

Throughout 2016-2021, Stephen R. Gregg Park saw many improvements, including four new soccer fields, two baseball fields, and the installation of state-of-the-art LED lights. The park's pond was also rehabilitated and improved by incorporating aerators that would cleanse the water and prevent algae build-up. The most recent addition to the park was a statue of Stephen R. Gregg, a Congressional Medal of Honor recipient⁹¹.



The statue of Stephen R. Gregg, whom the park is named after.

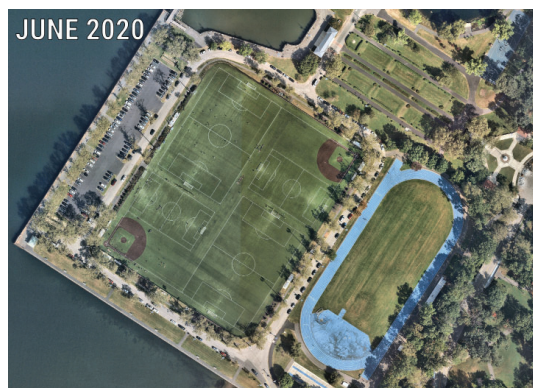


Image Sources: Hudson County Parks Improvement Projects



Bayonne

Municipal Profile Continuation

UPDATE ON PROJECTS MENTIONED IN PREVIOUS PLANS

Military Ocean Terminal at Bayonne (MOTBY) Redevelopment: On-going

In 1999, the military base at Bayonne closed, becoming the largest undeveloped site in the NY Harbor at the time. In 2001 however, the City Council adopted the “Peninsula at Bayonne Harbor Redevelopment Plan”. Since then, the redevelopment project entered the demolition phase, which has been on-going for the last three years, in order to prepare the site for construction. One of the first tenants on the new site is the United Parcel Service (UPS). The company signed a lease for an 886,256 square foot regional hub and package distribution center that will create thousands of jobs in Bayonne⁹². Other projects that have broken ground in MOTBY include the construction of Harbor View Marketplace and ScenicVue. Harbor View Market place has attracted Lidl, LA Fitness, a CVS Pharmacy, and a Starbucks as tenants. A new ferry terminal is expected to begin construction in spring 2022. The ferry will have routes to lower Manhattan⁹³.

Construction of a new Ferry Terminal at MOTBY: On-going

As mentioned above, the Bayonne City Council introduced an ordinance that authorizes a 10-year lease with the Port Authority of New York and New Jersey for a ferry terminal at the Military Ocean Terminal at Bayonne (MOTBY) location. The agreement will cost the City of Bayonne \$220,000 each year and will be paid until the service breaks even. Following that, the City will split profits with the ferry service. It is estimated that the ferry service will break even once it averages 350 passengers per day. A federal grant and various developers have contributed to the ferry terminal's funding.

The ferry service drop-off location will be located in lower Manhattan. This will make

Bayonne an attractive place to live for workers located in the area. Development has been on-going throughout the Bayonne side and is ready to be filled in with new residents. This will help provide more tax revenue for the City without increasing individuals' taxes. SeaStreak, a private company that currently operates various ferry services, will oversee the ferry service operation.



Aerial view of the Military Ocean Terminal (MOTBY).

Image Source: Bayonne Public Library Digital Collections

NOTABLE DEVELOPMENTS

Bayview Phase I: On-going

Previously home to a now-demolished A&P Supermarket, the property at 175 Avenue A has received approval for Phase I of a massive project called *Bayview* alongside the banks of Newark Bay. The first phase will include three new structures that contain 787 residential units; 16,570 square feet of retail space; and 1,035 parking spaces. The development is in walking distance of the 8th Street HBLR Station and has NJ Transit bus lines within its vicinity. The vision of the project is to include a total of 1,100 units and 55,000 square feet of retail space. A new public waterfront walkway, a “beach” section, and a playground are all amenities that are part of the total project proposal⁹⁴.



Rendering of the approved *Bayview* development along the banks of Newark Bay with the Bayonne Bridge in the background.



Image Sources: Rendering by Mino Wasko



Opposite angle from the image shown above. The beach section is visible near the Waterfront Walkway.

Bay 151: Completed

Bay 151 is a three-phase development project located at 151 E Centre Street, previously known as Harbor Station North. The complete project will include a total of 626 units and 10,000 square feet of retail space⁹⁵. At the time of writing, Phase I has been completed which includes 200 rental apartments, almost all of which have been occupied. Phase II has started construction and will add an additional 213 rental apartments. The apartment units are a mix of studio, one-bedroom, two-bedroom, and three-bedroom units. *Bay 151* is a short walk from the 45th Street HBLR Station. The development has attracted many restaurants, retail, and entertainment uses into the neighborhood. The complex also operates a shuttle bus to take residents to and from the Grove Street PATH station in Jersey City⁹⁶.



Bay 151 features on-site restaurants and retail spaces. *Bay 151* is in walking distance from the 45th street HBLR station.



East Newark

Municipal Profile

8%

*Population
growth in the
past decade**

2020 Population : 2,594*



16%

*Growth in
housing unit
supply in the
past decade**



KEY INDICATORS



Unemployment
Rate: 2%



Percent Below
Poverty: 13%



Per Capita Income:
\$26,799



Median Household
Income: \$63,750

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS

Hudson County/ Essex County Clay Street Bridge LCD Study: On-going

Hudson County and Essex County are conducting a study of the existing *Clay Street Bridge* that connects East Newark and Newark. The bridge has been closed several times in recent years. Due to its age, routine maintenance can no longer address the deficiencies. The bridge is vital for commuters in Hudson County who travel to and from Newark's Downtown District. Due to the high costs, an application for federal funding has been filed with the North Jersey Transportation Planning Authority (NJTPA). As of June 2020, the project completed its Local Concept Development Phase⁹⁷.



Clay Street Bridge helps connect Hudson County and Essex County.

Image Source: North Jersey Transportation Planning Authority (NJTPA)

East Newark Recreation Center Improvements: On-going

East Newark has received funding from the NJ DEP Green Acres, FEMA, the NJ Infrastructure Bank, and the Hudson County Open Space Trust Fund to implement numerous upgrades to the *Recreation Center* on 44 Central Ave. The upgrades include roof repairs with solar panels, HVAC upgrades and various sports equipment upgrades, ADA accessible lavatories on the first and second floors, and a building addition to accommodate an ADA elevator⁹⁸.



East Newark Recreation Center prior to improvements.

Image Source: Google Image Capture

Riverfront Park: On-going

East Newark received with funding to re-purpose land into a 5-acre waterfront park along the Passaic River from the U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration. The park will add green space to a historically undeserved area. The conversion of industrial land into restored wetlands, native grasslands, and forests are in the preliminary park design. The location of the park is a Superfund site that is being restored naturally by being converted into a park.



A rendering of a possible design of the park.

Image Source: U.S. Fish and Wildlife

UPDATE ON PROJECTS MENTIONED IN PREVIOUS PLANS

Improvements to the Passaic Avenue and Central Intersection: On-going

A major goal mentioned in the *East Newark Community Facilities Plan of 1984* was to improve the intersection of Passaic and Central Avenue. In the 2021 Master Plan Reexamination report, this goal was stated as still valid. According to the plan, there have been minor improvements made such as an improved alignment on the southern curb of Central Avenue. Traffic signalization and ADA-detectable warning pads have been installed. Other upgrades are waiting to be implemented such as a left turn only lane on Central Avenue⁹⁹.



East Newark

Municipal Profile Continuation

NOTABLE DEVELOPMENTS

Clark Cotton and Thread Company Mill Transformation: On-going

Constructed in 1875, the *Clark Mill Complex*, located at 900 Passaic Ave, was once home to a Clark Cotton and Thread Company manufacturing site. In 1978, the complex was designated a National Historic Landmark District. The site is to be renovated into a mixed-use complex and is currently in its pre-construction phase. Designed by Bleeker Architectural Group, the development will adaptively reuse eight structures to convert into 616 residential units, over 90,000 square feet of retail space, and over 4,000 square feet of commercial space. The development will also include a parking garage with over 1,350 parking spaces. The rooftop of the garage will include a rooftop terrace and tennis court. The development will have over 100,000 square feet of vacant space for an undetermined future use. The development is part of a larger East Newark Redevelopment Plan. The plan requires a shuttle bus to be implemented to transport residents and visitors between The Mill and the Harrison PATH Station. NJ Transit bus lines are in walking distance from the site¹⁰⁰.



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Guttenberg

Municipal Profile

8%
*Population
growth in the
past decade**

2020 Population : 12,017*



6% Growth
*in housing
unit supply
in the past
decade**



KEY INDICATORS



Unemployment
Rate: 5%



Percent Below
Poverty: 14%



Per Capita Income:
\$35,893



Median Household
Income: \$62,450

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS

Improvements to 127 71st Street (All-Access Park) : Completed

The town of Guttenberg has received funding from the Hudson County Open Space Trust Fund to demolish an existing residential structure to create a new ADA accessible playground area. The playground will include inclusive structures, benches, a new restroom building, tables, and new fencing and gates. This park will offer much desired public space and will meet demand for outdoor recreational facilities in a heavy urbanized community¹⁰¹.



The *All-Access Park* is the newest park in Hudson County. The park is adjacent to a child-care center.

Joint Guttenberg and North Bergen Waterfront Park : Completed

The *Waterfront Park* is in both Guttenberg and North Bergen and is operated and owned by both municipalities. The park was fully funded through the Hudson County Open Space Trust Fund and New Jersey's Green Acres Program. The park includes a waterfront amphitheater, playground equipment, and picnic areas. The *Waterfront Park* accommodates both passive and active recreational activities. The park also features a large green open space, an amenity that is rare in Guttenberg¹⁰².



The Joint Guttenberg and North Bergen Waterfront Park is located on River Road.

UPDATE ON PROJECTS MENTIONED IN PREVIOUS PLANS

Guttenberg Urban Enterprise Zone Program: Continuing

In August 2021, Acting Governor Shelia Oliver signed the *Urban Enterprise Zone (UEZ) Reform Bill* into law. Guttenberg has a portion of its land in the urban enterprise zone which allows business owners to charge sale tax at 3.3% instead of the usual 6.6%. The legislation signed by the Acting Governor will restore and revise the UEZ Program and will appropriate \$42.5 million in Zone Assistance Funds (ZAF) for the 2022 fiscal year. Guttenberg's business owners and shoppers will benefit from this.



Guttenberg

Municipal Profile Continuation

NOTABLE DEVELOPMENTS

The Green Roof Condominium : Completed

Located at 62 69th street in Guttenberg, the *Green Roof Condominium* is a new residential building that features a mix of 39 one-bedroom and two-bedroom condo residential units. The development also includes a private parking garage with charging stations for electric automobiles. The *Green Roof Condominium* is within walking distance from different forms of transit that include NJ Transit buses and ferries to cross the Hudson River. There are many shops and restaurants near the development that will benefit from the increase of population due to this development. Prior to this development, this parcel was vacant and not generating any tax revenue for the town¹⁰³.



The *Green Roof Condominium* is located in between Park Avenue and Bellevue Avenue.

Image Sources: Green Roof Condominium

E Residences at the Arts District: Proposed

Echevarria Properties, a well-known developer in Guttenberg and North Hudson, has proposed a new mixed-use development that will include a museum. The development will be nine-stories and will include 156 units, two retail spaces, and an embroidery museum that shows the history of the industry in Hudson County¹⁰⁴. *E Residences* will be located at 7000-7008 Adams Street which is currently made up of single-family homes. This development will prioritize on sustainable design with green rooftops, and energy efficient appliances and systems¹⁰⁵.



The proposed embroidery museum would be the first museum in Guttenberg.

Image Sources: Echevarria Residences

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Harrison

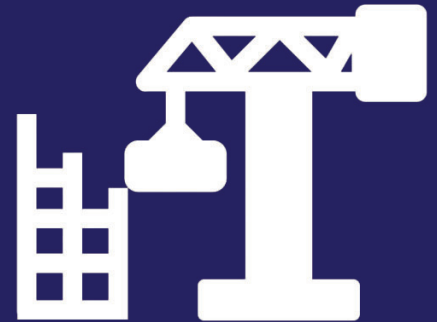
Municipal Profile

43%
*Population
growth in the
past decade**

2020 Population : 19,450*



64%
*Growth in
housing unit
supply in the
past decade**



KEY INDICATORS



Unemployment
Rate: 4%



Percent Below
Poverty: 16%



Per Capita Income:
\$33,858



Median Household
Income: \$69,604

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS

PATH Harrison Station Replacement and Upgrade: On-going

The old *PATH Harrison Station* was beyond its planned lifespan, did not meet current codes and standards, and wasn't ADA-compliant. To meet ridership demands that have resulted from transit-oriented development in Harrison, a new *PATH Harrison Station* is being constructed. This project, implemented by the Port Authority of NY & NJ, will see the construction of a new, modern station that will be ADA-accessible. The stations platforms will be extended from 8 to 10-car train lengths. The station will also include a public plaza and bicycle parking¹⁰⁶.



Rendering of the new *PATH Harrison Station*. The *PATH Station* has made Harrison an attractive place to live.

Image Sources: Port Authority of NY & NJ

Bridge Street Bridge: On-going

Currently, Essex County, Hudson County and the NJTPA are conducting a study for bridge improvements to the *Bridge Street Bridge* that connects Newark and Harrison. The existing bridge is in poor condition and is non-compliant with highway safety, public safety, and seismic standards. The study will develop a well-defined purpose and need statement focusing on the need to improve the bridge's safety standards and maintain the current crossing over the Passaic River¹⁰⁷.



Bridge Street Bridge is vital to commuters traveling from Hudson and Essex County.

Image Sources: North Jersey Transportation Planning Authority (NJTPA)



Harrison

Municipal Profile Continuation

UPDATE ON PROJECTS MENTIONED IN PREVIOUS PLANS

Waterfront Redevelopment Area: On-going

Harrison has seen a lot of development in its *Waterfront Redevelopment Area* in the 2010s. In 2020, the town adopted a new amendment to provide residential inclusionary development to address the town's affordable housing obligation. The amendment will produce 116 affordable housing units through a 15 percent set-aside at two properties in the Residential District of the *Waterfront Redevelopment Area*.



View of Harrison from the Passaic River with Newark in the background.

Route 280 Ramp and Interchange Improvements: On-going

The *I-280, Route 21 Interchange Improvements Project* purpose was to alleviate the poor conditions and geometric concerns associated with existing ramps throughout the Newark area. A study determined that the structures were "*Structurally Deficient*" and/or "*Functionally Obsolete*". A location for a new interchange has been selected in central Harrison due to the area creating the least impact on the ROW, and least disruption on residential and business locations. The new interchange is proposed to have 4 car lanes and various rail lines. A sidewalk is included in the proposal as well ¹⁰⁸.



Route 280 and Exit 16 to Harrison.

Sources: New Jersey Department of Transportation

NOTABLE DEVELOPMENTS

Harrison Yards: On-going

Located at 700 Frank E. Rodgers Blvd, *Harrison Yards* is a new mixed-use development that is adjacent to the PATH Harrison Station. The project will be constructed in two phases. At the time of writing, construction of Phase I is nearly complete and will include 205 apartment units, 215 parking spaces, and over 7,000 square feet of retail space¹⁰⁹. Phase II has been approved for an additional 898 apartment units, 204,709 square feet of commercial space, a 200-key hotel, and 1,350 additional parking spaces. This project is a result of the Harrison Waterfront Redevelopment Plan that has seen a lot of development in the past decade, including Red Bull Stadium, a complete streets road network, and major capital investments to the PATH Harrison Station¹¹⁰.



Harrison Yards will be one of the biggest developments Harrison has seen in the past decade.
Image Source: Rendering by Architectura

One Harrison: Completed

Located at 1 Harrison Ave, in the Harrison Waterfront Redevelopment Area, *One Harrison* is a residential development that was completed in 2019. The development includes 257 units that feature studios as well as one and two-bedroom apartments. The building is less than a mile away from the Harrison PATH Station and includes a shuttle service to take residents to the station. The development also includes a covered parking garage¹¹¹.



One Harrison is located near the *Bridge Street Bridge*.
Image Sources: 1Harrison



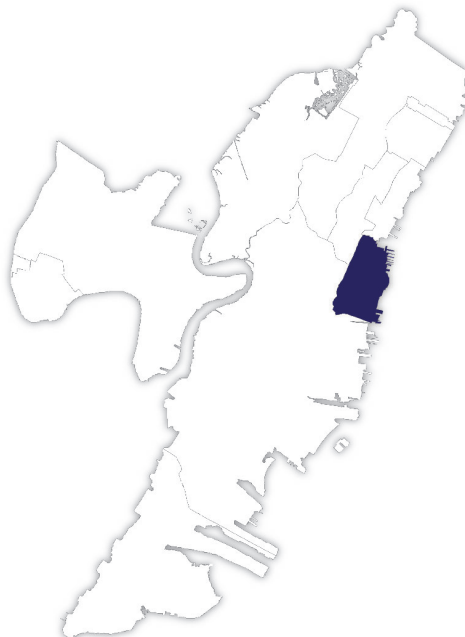
Hoboken

Municipal Profile

21%

*Population
growth in the
past decade**

2020 Population : 60,419*



12%

*Growth in
housing unit
supply in the
past decade**



KEY INDICATORS



Unemployment
Rate: 2%



Percent Below
Poverty: 9%



Per Capita Income:
\$90,771



Median Household
Income: \$147,620

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS

Hoboken “Rebuild By Design” Flood Mitigation Project: On-going

Superstorm Sandy devastated Hoboken with flooding throughout the municipality and left residents without power or water for days. It was clear that improvements for flood mitigation needed to be made moving forward. In 2017, Hoboken, Jersey City, and Weehawken were awarded \$230 million by the federal Department of Housing and Urban Development (HUD) as part of its “*Rebuild by Design*” competition. The proposal has 4 major components: *Resist*, *Delay*, *Store*, and *Discharge*. The funding will allow the implementation of the *Resist* phase of the project. This will include a combination of hard infrastructure, such as a deployable flood wall, bulkheads, and seawalls, and soft landscaping, such as berms and/or levees that can be used as parks¹¹².

RESIST



DELAY



STORE



DISCHARGE



The *Rebuild by Design* project consists of 4 components that will work together to provide better flood mitigation in Hoboken.

Image Source: Rebuild By Design

Improvements to Hoboken Terminal: On-going

Hoboken Terminal is an important transportation hub for the county and region. NJ Transit is currently moving forward with implementing improvements to the *Hoboken Terminal* to make it more resilient to flooding. Improvements include upgrading the signal power and yard power to meet the needs of riders and ensure reliability. NJ Transit will also raise the train shed to protect platforms from future flood risk and will rebuild piers for additional ferry capacity. The Long Slip Fill and Rail Enhancement will allow the station to recover quickly after storm events¹¹³.



The facade of the *Hoboken Terminal* waiting room. Everyday many commuters travel to and from Hoboken Terminal.



Hoboken

Municipal Profile Continuation

NOTABLE CAPITAL PROJECTS

Northwest Park: On-going

Construction continues on the 5-acre Northwest Resiliency Park, which will be New Jersey's largest resiliency park. The park will have above and below ground infrastructure to withhold up to 2 million gallons of rainwater to help mitigate local flooding. Hoboken acquired the park in 2016 and soon after opened a temporary Pop-up Park on the site while the permanent park design process was underway. Hoboken's largest park will provide a balance of nature, culture, multi-purpose recreation, and play spaces.



Bird's eye view rendering of the Northwest Park.
Image Source: Northwest Park City of Hoboken

NOTABLE DEVELOPMENTS

South Hoboken Development: On-going

Development in South Hoboken continues to expand. The City recently entered into Redevelopment Agreements with 38 Jackson's "Southwest Market" (historic Chambord building) and 601 Newark Street (Windsor Eden) and both are currently before the Planning Board. Another project at 511 Newark is currently being negotiated. Negotiations are on-going for redevelopment projects at the Neumann Leathers site and the Hoboken Yard Redevelopment. The Hoboken Yard Redevelopment is also largely dependent on the availability of State and Federal funding sources to provide the substantial public improvements, which include revitalizing the Hoboken Terminal Building, converting Warrington Plaza into a public plaza (currently used for parking), and the redesign of Hudson Place into a pedestrianized "woonerf."



The historic Chambord building is being proposed as part of the South Hoboken redevelopment plan.
Image Source: Google Image Capture

NOTABLE DEVELOPMENTS

Public Works Garage Redevelopment: On-going

To settle certain litigation, Hoboken and Ironstate, a developer, entered into a Redevelopment Agreement and a 3-way Land Swap that included transferring ownership of Hoboken's Public Works Garage site to Ironstate. In return, the City acquired the "Monarch" waterfront property that had been the subject of litigation, as well as property located at 800 Monroe Street, both of which are intended to be re-purposed by the City as public park and open space. Per the Agreement, Hoboken must relocate the existing Municipal Garage to another location within three years after the closing date, or by October 2024. Ironstate will construct a high-rise mixed-use development with 30,000 square feet of commercial space and 360 residential units, 40 of which are reserved for affordable housing.



The current Hoboken's Public Works facility at 256 Observer. Hoboken is currently searching for a new location to construct a new, state-of-the-art DPW facility

North End Development: On-going

The City adopted the North End Redevelopment Plan in March 2021 for the 30 acre area north of 14th Street and west of Park Avenue. The plan calls for mixed-use development, a new retail corridor along 15th Street, a linear park across multiple blocks, raising streets to accommodate storm sewer improvements, and a new light rail station at 15th Street. Hoboken is currently reviewing proposals from developers and negotiating redevelopment agreements to effectuate the Plan. It is Hoboken's intent to locate the new Public Works Garage in the North End, as well.



Hoboken North End right next to the 14th St. Viaduct. The neighborhood has seen a lot of development in the last decade.

UPDATE ON PROJECTS MENTIONED IN PREVIOUS PLANS

14th Street Viaduct: Completed

The 14th Street Viaduct was classified as structurally deficient and in need of repair. With the help of federal funds, the bridge was restored, and a pedestrian tunnel was built under it alongside better lighting. The project included a new county park that includes basketball courts, a dog run, and a mini soccer pitch. The Viaduct has attracted businesses and development to come into the area¹¹⁴.



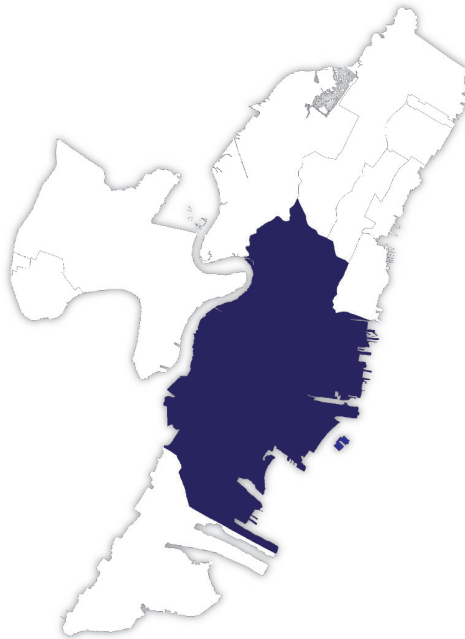
Jersey City

Municipal Profile

18%

*Population
growth in the
past decade**

2020 Population : 292,449*



20%

*Growth in
housing unit
supply in the
past decade**



KEY INDICATORS



Unemployment
Rate: 4%



Percent Below
Poverty: 17%



Per Capita Income:
\$42,022



Median Household
Income: \$70,752

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS & PROGRAMS

Hudson-Bergen Light Rail (HBLR) Route 440 Extension: On-going

NJ Transit is currently working on expanding the Hudson-Bergen Light Rail West Side Avenue Line across Route 440 to the Bayfront Redevelopment Area on the Hackensack River. The light rail extension will allow future residents to be connected to the rest of the transit system. The expansion would be 0.7 miles west of the current West Side Avenue station. The trip between the newly proposed *Route 440 Station* and West Side Avenue station would be under 2 minutes. The total project cost is estimated to be \$248 Million and is currently under construction. The extension will also see upgrades to the West Side Avenue Station, including an enhanced to the access ramps, and replacement of the existing pedestrian bridge, stairway, and elevator¹¹⁵.



The West Side Avenue Station will see upgrades to make it more inclusive and safe.

Image Source: HBLR 440

Newark Avenue Pedestrian: Completed

Newark Avenue Plaza is an existing pedestrian street that has attracted many businesses and visitors. Jersey City is currently under-going a \$6.7 million upgrade to the plaza. The upgrades include replacing the asphalt road with granite pavers and leveling it to match the existing sidewalk. A stage area will be constructed for future community events. The plaza will also see rain garden tree planters installed and cafe lighting to improve visibility. The plaza has been successful and has become a key part of Downtown Jersey City¹¹⁶.



The *Newark Avenue Pedestrian Mall* was temporary closed for automobiles. However, due to its success, is now a permanent pedestrian mall.

Image Source: Rendering by Maser Consulting

Via - On-Demand Public Shuttle Service: On-going

In 2020, Jersey City and Via launched New Jersey's first on-demand public shuttle service. The program is intended to increase connectivity in transit deserts of the city such as the North and Southwest sections. Jersey City residents, visitors, and commuters are able to use the Via app to request a ride around the city. Riders can book a ride into congested areas such as the Downtown and Journal Square at a \$2.00 flat ride. Services in the outer zone start at \$2.00, plus \$0.50 per mile. The city has experienced success with this program and are looking to expand it.



Jersey City

Municipal Profile

Continuation

UPDATE ON PROJECTS MENTIONED IN PREVIOUS PLANS

Sixth Street Embankment: On-going

Converting the *Sixth Street Embankment* into a park has been a goal of Jersey City since 2005. In 2006, the embankment was designated as a municipal landmark. Converting the embankment into a park will allow it to connect with the proposed East Coast Greenway which will stretch from Maine to Florida. The embankment will also connect with Bergen Arches. At the time of writing, the property is owned by the Hyman family who bought the land in the early 2000s. The Hyman family proposed developing the property into high rise residential apartments. CSX, a rail company formerly known as Conrail, sold the property to the Hyman family and thus are involved in the negotiations on what can be done with the land. Recently, the Jersey City Council and Planning Board have passed ordinances that list the property as in need of redevelopment, hoping to acquire the land. However, this has received push back from CSX¹¹⁷.



A concept design for the *Sixth Street Embankment*.
Image Source: Embankment Preservation Coalition

Lowe's Theatre Renovation: On-going

As part of the Journal Square Redevelopment Plan, the *Loew's Theatre* has received support from the County and City to be an attraction that brings people into the area for entertainment. This project has been in the works for decades and has finally started construction in October 2021. Thanks to a deal with Jersey City and the Friends of the Loew's, the Devils Arena Entrainment will be responsible for restoring the theater. The deal includes a \$72 million plan that will upgrade tech, infrastructure and preserve historic items in the theatre. With many developments taking place in the Journal Square area, which contains a great amount of public transit, the theatre is in a good position to become a success¹¹⁸.



The historical facade of the *Lowe's Theatre*.

NOTABLE DEVELOPMENTS

445 Ocean Avenue: Completed

The development at 445 Ocean Avenue, also known as *Dr. Lena Frances Edwards Apartments*, is among the newest affordable housing complexes in Jersey City. The building is located in the Greenville section of the city and is made up of 100% affordable units. The five-story building includes 64 apartments and includes amenities such as on-site parking and bike storage. The lot was once a brownfield site and now is home to an Energy Star certified building. 445 Ocean Avenue is within walking distance of various bus line stops.



Interested tenants were encouraged to apply for a lottery placement.

Image Source: Grid Real Estate

Journal Squared: On-going

Journal Squared is a three-skyscraper mixed-use development in the Journal Square neighborhood. Two of the three skyscrapers have been completed and the third is currently in the construction phase. In total, the three towers will make up 1,840 residential units and 36,000 square feet of retail and dining space. *Journal Squared* is across the Journal Square Transportation Center that includes NJ Transit bus lines and the PATH train system¹¹⁹.

The development is a result of years of planning and implementation of the Journal Square 2060 Redevelopment Plan. The second tower only took five months to have all units leased. This clearly shows that there is a huge demand in the Journal Square area.



Two of the three planned towers have already been completed.

The Charlotte: On-going

The *Charlotte*, located at 25 Columbus Drive, is a mixed-use development that is currently under construction. When completed the tower will be over 623 feet tall and will include 750 apartments, 37 of them are designated to be affordable housing units. The building will be the fifth tallest in Jersey City. It will have a mix of studios, one-bedrooms, two-bedrooms, and three-bedroom units and will include a 471 spaces parking garage. The ground floor will have 17,000 square feet of retail space that will be split into four storefronts. As part of the development agreement with Jersey City, the *Charlotte* will have a 36,000 square foot elementary school which will be deeded over to the city for \$1 when the project is completed¹²⁰. This is a great example of how public-private partnerships can benefit communities in Hudson County.



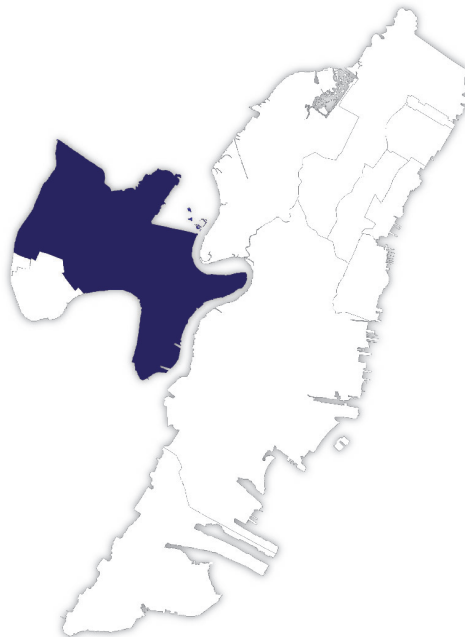
Kearny

Municipal Profile

3%

*Population
growth in the
past decade**

2020 Population : 41,999*



9% Growth
*in housing
unit supply
in the past
decade**



KEY INDICATORS



Unemployment
Rate: 3%



Percent Below
Poverty: 10%



Per Capita Income:
\$28,348



Median Household
Income: \$70,702

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS

Kearny COVID-19 Pandemic Response Center: Completed

Thanks to the Cares Act, Kearny was able to upgrade their health department building which would eventually become the Pandemic Response Center for the municipality. The building was upgraded to allow for vaccination clinics which are still going on there. The Cares Act also allowed Kearny to pay for contact tracers and public health nurses¹²¹.

The Kearny Health Department offices were temporarily relocated to 50 Belgrove Drive to ensure services were still provided to residents during renovations. In February 2022, it was announced that the success of the 50 Belgrove Drive site had convinced town officials that it should become a permanent facility. A new building is proposed to house three offices to continue serving the health of residents of that neighborhood, most of which lack a car¹²².



50 Belgrove Drive was previously a Police Center that was repurposed as a Health Center during the COVID-19 pandemic, Image Source: Google Image Capture

The Route 7 Wittpenn Bridge Project: On-going

The Route 7 *Wittpenn Bridge* is a vital part of the region's trucking route that connects Jersey City and Kearny. The former bridge was built in 1930 and currently has 4 10-foot travel lanes with no shoulders or physical separation between opposing traffic. This project consists of replacing the current bridge with a new bridge. The proposed structure will have two 12 foot through lanes, a physical barrier for opposing traffic, a shoulder in each direction, pedestrian sidewalk, and bicycle lanes¹²³. The new bridge is near completion.



The *Wittpenn Bridge* connects Jersey City and Kearny over the Hackensack River.

Image Source: North Jersey Transportation Planning Authority (NJTPA)

UPDATE ON PROJECTS MENTIONED IN PREVIOUS PLANS

Access to the Region's Core: On-going

The *Access to the Region's Core* (ARC) Project was a project that had huge promises and expectations. For Kearny, this meant the possibility of reactivating the Kingsland Line by connecting it through a proposed loop track. However, in 2010, Governor Christie decided to cancel the project due to budget concerns. The ARC project was replaced by the Gateway Project which is trying to improve commuter rail by building new bridges and tunnels under the Hudson River. The Gateway Project includes the construction of the Port North Bridge Project¹²⁴.



Kearny

Municipal Profile Continuation

NOTABLE DEVELOPMENTS

Ridge Crossing Project: On-going

Ridge Crossing Industrial Park is located at 590 Belleville Turnpike and is part of the larger Belleville Turnpike Redevelopment Area. The development features over 352,770 square feet of industrial flex space and 20,000 square feet of both retail and office space. Located along the New Jersey Turnpike and Route 280, the complex is a prime location for easy access to trucking routes. *Ridge Crossing* is within 15 miles from Newark Liberty International Airport, Port Newark, Port Elizabeth, and Manhattan. The *Ridge Crossing* team with the help of local and state officials, ensured that all new development and existing buildings were raised and out of current FEMA flood zones¹²⁵.



The *Ridge Crossing* is one of the largest industrial use development in recent time in Hudson County.
Image Source: Ridge Crossing

Vermella West: On-going

Located alongside the Passaic River at 135 Passaic Ave, Vermella West is a residential community that will include up to 548 units when fully completed. The First Phase of the project was completed in the summer of 2017 and saw the construction of 280 units¹²⁶. The units are made up of studios, one-bedroom, and two-bedroom apartments that offer a range of spaces for different family sizes. Before development, the lots, located at the site, were vacant and were not generating income for the municipality. This project is part of the Passaic Avenue Redevelopment Plan. The redevelopment is in the Kearny Urban Enterprise Zone (KUEZ) which offers local business incentives that reduce their operating costs. In 2017, the redevelopment plan was amended by the Mayor and Council to allow Immediate Care Medical Facilities¹²⁷.



Vermella West is adjacent to a shopping center that includes a Shoprite.

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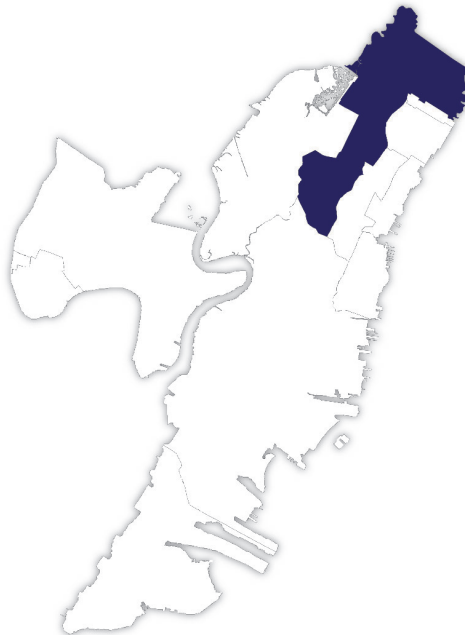
North Bergen

Municipal Profile

4%

*Population
growth in the
past decade**

2020 Population : 63,361*



5% Growth
*in housing
unit supply
in the past
decade**



KEY INDICATORS



Unemployment
Rate: 7%



Percent Below
Poverty: 13%



Per Capita Income:
\$30,492



Median Household
Income: \$63,908

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS

North Bergen Community Center & Library: On-going

North Bergen is currently constructing a new community center that will include a library at 13th Street and Kennedy Boulevard. The building will be a new five-story complex that will replace the current North Bergen Kennedy Branch Library. The new community center will include computer labs, classrooms, study areas, and multi-purpose rooms to host community events. The building will also include an indoor basketball court, with six hoops and lockers, and an outdoor fitness area. The roof of the building will include an enclosed recreational field. This community center was funded through bonds and grants from the Hudson County Open Space Trust Fund¹²⁸.



Rendering of the new *North Bergen Community Center*.
Image Source: North Bergen

James J. Braddock Park: Completed

North Hudson Park, also known as *James J. Braddock Park*, has seen different upgrades in recent years. The biggest improvement is the restoration of the lake at the park. The existing wall that holds the lake had weakened over time and become unstable and unsafe. A new wall was constructed to prevent water percolation into the wall. The lake was also cleaned and had native plants replanted. Another improvement was the installation of the James J Braddock statue, whom the park was named after¹²⁹.



Statue of James J. Braddock, a former world heavyweight boxing champion.

UPDATE ON PROJECTS MENTIONED IN PREVIOUS PLANS

Improvements to Route 495: On-going

In August 2018, Governor Murphy joined transportation officials to announce the \$94M construction project to improve *Route 495*. The project consists of replacing nine viaducts that carry *Route 495* to and from the Lincoln Tunnel over Routes 1&9. During the official announcement, the Governor stated the project would cause immense traffic and drivers should travel in alternative routes. However, the project has been successful and has not caused the traffic that was imagined before construction started. The project is nearly completed, with paving and drainage improvements remaining.



North Bergen

Municipal Profile Continuation

NOTABLE DEVELOPMENTS

Hudson Mews: Completed

Hudson Mews is a new development, part of the Paterson Plank Road Redevelopment plan, that is located at 1305 Paterson Plank Road. The complex features six residential buildings that include a total of 288 units. As part of the approval agreement, the developer has constructed a new splash park adjacent to the *Hudson Mews*. Prior to this development, the lot, where the *Hudson Mews* currently resides, was a low use warehouse and surface parking lot. With the development, North Bergen will be able to generate more taxes and new residents will be able to support local businesses in the area¹³⁰.



Hudson Mews includes parking which has attracted many commuters to move into the site.

Plaza 53: Completed

Plaza 53, located at 1122 53rd Street, North Bergen, is a five story 122-unit apartment building right off JFK Boulevard. The project was completed in 2018 and has been resold for \$25.4 million. The apartment is made up of a mix of one- and two-bedroom units. The development has access to many shops and restaurants that are a short walking distance away from Bergenline Avenue. The location also has access to the Bergenline Avenue Hudson-Bergen Light Rail Station, NJ Transit bus lines to Journal Square, the Port Authority Bus Terminal, and Hoboken Terminal. This development is part of the luxury development that has been going on in Hudson County throughout the decade. However, unlike most development, *Plaza 53* is located outside of the waterfront. This may signal that more development may take place in inner Hudson County¹³¹.



Plaza 53's main entrance.

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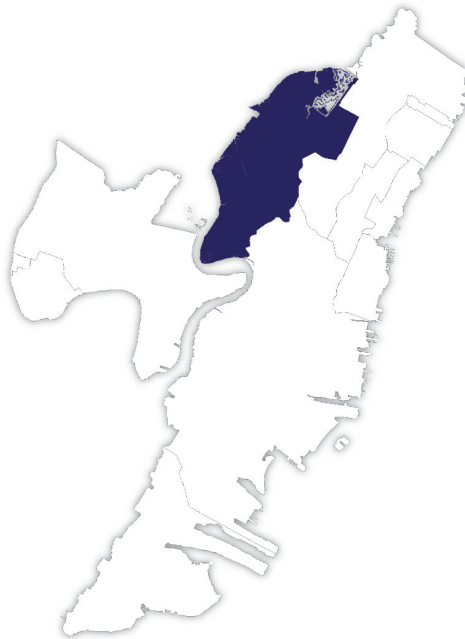


Secaucus

Municipal Profile

36%
*Population
growth in the
past decade**

2020 Population : 22,181*



36%
*Growth in
housing unit
supply in the
past decade**



KEY INDICATORS



Unemployment
Rate: 3%



Percent Below
Poverty: 7%



Per Capita Income:
\$49,770



Median Household
Income: \$114,821

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS

Laurel Hill Park Improvements: On-going

Laurel Hill Park is a county park that is located on New County Road and is on the edge of the Hackensack River. *Laurel Hill Park* is the largest park in the town of Secaucus. The park has seen many different improvements throughout the last couple of years. These improvements include the installation of six new tennis courts, two volleyball courts, two basketball courts, a new 50 space parking lot, and a playground. In addition to the new upgrades, many of the existing amenities, such as bike paths, walkways, parking, a gazebo, boat launch and the shoreline will all be refurbished. A grant from the Hudson County Open Space Trust Fund helped finance the improvements¹³².



Rendering of the new playground that will be installed at *Laurel Hill Park*.

Image Source: Rendering by Play & Park Structures

Meadowlands Parkway Bridge: On-going

On February 2022, the Secaucus Town Council approved a resolution to improve the Meadowlands Parkway Bridge. The bridge is currently unsafe for pedestrians and needs to be replaced. The town will transfer the ownership of the bridge to Hudson County. The County and State will work with Secaucus to come up with a design to replace the bridge. The proposed bridge will have a walking and biking lane to Harmon Cove Towers that will link with the Meadowlands Parkway and potentially the train station. The project is expected to be completed in seven to nine years.



The bridge is often used by pedestrians despite not having any sidewalks.

Image Source: Meadowlands Parkway Bridge

UPDATE ON PROJECTS MENTIONED IN PREVIOUS PLANS

Remediation of Malanka Landfill: On-going

It was stated in the 2010 Hudson County CEDS that Secaucus was working with the Meadowlands Commission and NJ Department of Environmental Project (NJDEP) to remediate the *Malanka Infill*. However, in 2020, the New Jersey Sports and Exposition Authority (NJSEA) passed a proposal to turn the infill into a parking lot. There has been push back from community members, but the NJSEA spokesman has stated that any future development will have to be in accordance with multi agency regulatory review which includes the NJDEP¹³³.



Secaucus

Municipal Profile Continuation

NOTABLE DEVELOPMENTS

The Harper at Harmon Meadow: Completed

Located at 100 Park Plaza Drive in Secaucus, the *Harper* is a new residential complex that includes 469 units. The development is in the vicinity of the Secaucus big-box retail center that includes Walmart, LA Fitness, Sam's Club, and many different restaurants. Access to NJ Transit buses to travel to New York City are within walking distance from the complex. The development also features a free shuttle for residents to travel to Secaucus Junction. The *Harper* is a result of the Hartz Carpet Center Redevelopment Plan that was adopted by the New Jersey Sports & Exposition Authority. The development also includes 90 units for affordable housing, which are made up of three-bedroom apartments¹³⁴.



The *Harper* is essentially its own neighborhood with various uses in it's vicinity.

25-Story Tower at Xchange: Approved

The Secaucus zoning board has recently approved a variance for the construction of a 25-story tower at the *Xchange* complex. The usual cap for height in the town is 15 stories. This approval will make the tower one of the tallest in the town. The tower will include 4 stories of parking and add 403 residential units to the existing 1,538 units in the *Xchange* complex. The complex currently has shops, a day care center, and is in walking distance from Laurel Hill County Park and Secaucus Junction. A shuttle bus is offered in the complex for rides straight to Secaucus Junction. *Xchange* is part of the larger Secaucus Transit Village Redevelopment Plan. The plan helped increase the population of the town by attracting developers to create complexes near Secaucus Junction which is a straight connection to New York Penn Station¹³⁵.



The tower will be one of the tallest in Secaucus.
Image Source: Rendering by Fraternity Meadows, LLC

NOTABLE DEVELOPMENTS

The Waterton: Completed

Located at 1631 Paterson Plank Road, the Waterton is Secaucus's newest development. The residential community includes 116 apartments consisting of studios, one-bedroom, and two-bedroom apartments. The complex is right adjacent to the American Dream Mall and has views of the Hackensack River. The facility has direct access to the River Walk and to the NJ Transit buses. The apartments include various of amenities such as a fitness center, entertainment lounges, and a covered garage parking with EV charging stations.



The Waterton building complex opened in late March and has already leased more than 50 percent of its apartments.

Image Source: The Waterton



The Secaucus River Walk and the American Dream Mall are some of the amenities available to residents of the Waterton.

Image Source: The Waterton



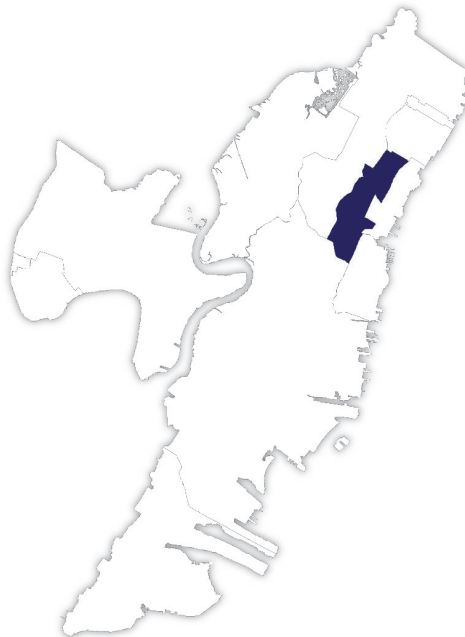
Union City

Municipal Profile

3%

*Population
growth in the
past decade**

2020 Population : 68,589*



6% Growth
*in housing
unit supply
in the past
decade**



KEY INDICATORS



Unemployment
Rate: 3%



Percent Below
Poverty: 20%



Per Capita Income:
\$24,548



Median Household
Income: \$48,992

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS

Manhattan Avenue Retaining Wall: On-going Study

A study is being conducted by Hudson County and the North Jersey Transportation Planning Authority (NJTPA) to evaluate options for stabilizing the Manhattan Avenue retaining wall. Manhattan Avenue is a county road that serves as an access route to the 14th Street Viaduct and Lincoln Tunnel. It connects Union City, Hoboken, and Jersey City. The wall has signs of deterioration such as cracks, holes, vegetation growth and other signs of erosion. The destabilization of the wall has caused the roadway to close to make repairs that stabilize the structure. The goal of the study is to understand the condition of the wall and develop a plan to improve it¹³⁶.



The retaining wall is vital to connecting Union City, Jersey City, and Hoboken.

Image Source: Manhattan Avenue Wall

2021 Capital Streets Improvement Project: Completed

The capital streets improvement project is a capital project commissioned by Union City to improve various streets throughout the city. The improvements will consist of new sidewalks, the removal of selected trees, installing new lighting foundations, shades trees, traffic markings, and speed humps. The city is also looking to install ADA compliant curbs and bicycle safe grates. Overall, this project will make Union City a more inclusive community with many different options for safe mobility¹³⁷.

UPDATE ON PROJECTS MENTIONED IN PREVIOUS PLANS

Parks Performing Arts Center: Completed

The *Parks Performing Arts Center* is one of the last remaining early big theaters in Hudson County. Opened in 1931, the theater has hosted many local, national, and international artists. However, by the 2010s, the theater was in need of repair and restoration. Producer John Lant led the efforts to fully restore the theater. The restoration was completed in March 2020 but was short lived due to the COVID-19 pandemic lock-down. The theater reopened in October and has booked shows to keep itself financially sustainable¹³⁸.



Park Theater is one of the few active theaters in North Hudson.

Image Source: Park Theater



Union City

Municipal Profile Continuation

NOTABLE DEVELOPMENTS

60-Unit Building at 1410-1418 Palisade: On-going

The development on 1410-1418 Palisade Avenue will consist of an eight-story residential building that will include 60 units and 95 parking spaces. The property is located near the Colin Powell Elementary School, NJ Transit bus stops to Hoboken, Jersey City, West New York, Guttenberg, North Bergen, and New York City, Port Authority Bus Terminal.

The building will include ten studio units, thirty-five one-bedroom units, and fifth-teen two-bedroom units. This will attract many different types of individuals and families into the area. Summit Avenue, a commercial corridor with many restaurants and shops is walking distance from the development¹³⁹.



This development is part of many other developments that have taken place in Union City's Palisade Avenue.

Image Source: Google Image Capture

Hudson Heights: Completed

Hudson Heights is a newly completed 10 story residential high-rise building located at 129 37th Street, Union City, New Jersey. The development includes 96-units made up of one- and two-bedroom apartments. Many different NJ Transit bus lines are a minutes' walk away from the development which can take people to major transportation hubs such as Journal Square Transportation Center, New York City's Port Authority Bus Terminal, Hoboken Terminal, and the Bergenline Hudson-Bergen Light Rail Station. The development is a few minutes away from Tower Plaza, a big shopping center that includes a supermarket and restaurants¹⁴⁰.



Hudson Heights is located near the Weehawken-Union City boundary.

Image Source: Google Image Capture

NOTABLE CAPITAL PROJECTS

Union City Bus Garage Conversion into a Public Bus Terminal: On-going

New Jersey Transit will receive \$44,677,500 from the Infrastructure Investment and Jobs Act to fund the reconstruction of its Union City bus garage into a public bus terminal. The new bus terminal will focus on charging and deploying 40 battery electric buses. The total project is estimated to cost \$68.9 million by NJ Transit.

The current bus garage has been decommissioned by NJ Transit since 2011 when it ceased operations. The Union City Department of Public Works has been leasing a portion of the building to store various vehicles and equipment. A majority of the building's roof structure is in poor condition and will need to be demolished and rebuilt¹⁵⁶.



The NJTRANSIT bus garage on 27th St and Bergenline Avenue will be rehabilitated into a bus terminal.

Image Source: Google Image Capture



Weehawken

Municipal Profile

37%

*Population
growth in the
past decade**

2020 Population : 17,197*



46%

*Growth in
housing unit
supply in the
past decade**



KEY INDICATORS



Unemployment
Rate: 3%



Percent Below
Poverty: 10%



Per Capita Income:
\$66,688



Median Household
Income: \$101,449

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS

Weehawken South Park: On-going

The *Weehawken South Park* is an extension to Weehawken's Waterfront Recreational Park. The current park has several amenities, such as baseball fields, a running track, tennis courts, and playgrounds. The *South Park* expansion will include a public recreational pool, a separate 6-lane pool, and a smaller pool for children with a splash park area. The extension will also include a "Great Lawn", basketball courts, a sandy volleyball court, and a 11,200 sq. ft. multi-use pavilion that can be used as an ice-skating rink during cold seasons. The project is funded by waterfront developer fees, New Jersey's Green Acres Program, and the Hudson County Open Space Trust Fund. When completed, the park will be the second biggest recreational complex on the Hudson River, behind Liberty State Park¹⁴¹.



Aerial view of the *Weehawken South Park* full concept design.

Image Source: Rendering by RSC Architects

Resiliency Efforts - NHTA & Rebuilt by Design: On-going

All communities on Hudson County's coast are at flood-risk areas. Most of the flooding is caused by flash-flooding, when heavy storms hit these communities. To help mitigate flash-flooding, the North Hudson Sewerage Authority (NHTA) has been awarded a \$300,000 state grant to install stormwater planters in Weehawken and West New York that will reduce the amount of stormwater that enters the sewer system. It is predicted that this improvement will divert about 4,300 gallons of rainwater per storm event from the sewerage system¹⁴².

Weehawken is also part of the Rebuild by Design initiative that includes Hoboken and Jersey City. The purpose of the project is to reduce flooding. A Resist structure will be built throughout the municipalities and will include Weehawken Cove. Enhancements such as lighting, murals, and seating will be installed a part of the initiative.



UPDATE ON PROJECTS MENTIONED IN PREVIOUS PLANS

Wyndham Hotel/ Residence Inn by Marriott: Completed

In the 2010 CEDS plan, there was mention of a *Wyndham Hotel* being planned for construction at Weehawken Port Imperial. However, this plan never came to fruition and was replaced by a Residence Inn by Marriott that was constructed along the waterfront. The waterfront has seen major development and now is a hot real estate location for commuters to and from New York City thanks to the multi-modal transportation that is available¹⁴³.



Weehawken

Municipal Profile Continuation

NOTABLE CAPITAL PROJECTS

Hamilton Cove: Completed

One of the largest developments to take place in Weehawken is *Hamilton Cove*, located at 800 Lincoln Harbor, the waterfront adjacent to New York City. The development is a residential complex that includes 573 units in three 12-15 story buildings. *Hamilton Cove* also includes 719 parking spaces and is within walking distance from Whole Foods, Lincoln Harbor Hudson-Bergen Light Rail station, and Lincoln Harbor Ferry Stop. NJ Transit bus routes to Manhattan are in the vicinity of the site. The project is an addition to the Hudson County River Waterfront Walkway. The complex features solar panels that can produce approximately 300,000-kilowat hours of electricity annually. The development is part of the Lincoln Harbor Redevelopment Plan¹⁴⁴.



Weehawken has seen many new developments on it's Waterfront District.

Harbor 1500: Completed

Another project that is a part of the Lincoln Harbor Redevelopment Plan is *Harbor 1500* located at 1500 Harbor Boulevard. The development includes 263 residential units that feature a mix of studios, one-bedroom, and two-bedroom units. As mentioned above, the Lincoln Harbor location has quick access to the Hudson-Bergen Light Rail and Lincoln Harbor Ferry Stop. The location is walking distance to the Weehawken Pier and the nearly completed Weehawken South Park. Lincoln Harbor has seen major developments, and more are in the proposal stage. Most of the new units constructed in the past decade are due to the Lincoln Harbor Redevelopment Plan. The proximity and substantial lower rent compared to New York City has attracted many NYC residents to move into the area¹⁴⁵.



Harbor 1500 is a short walk to the Whole Foods in the area, making it a convenient place to live.

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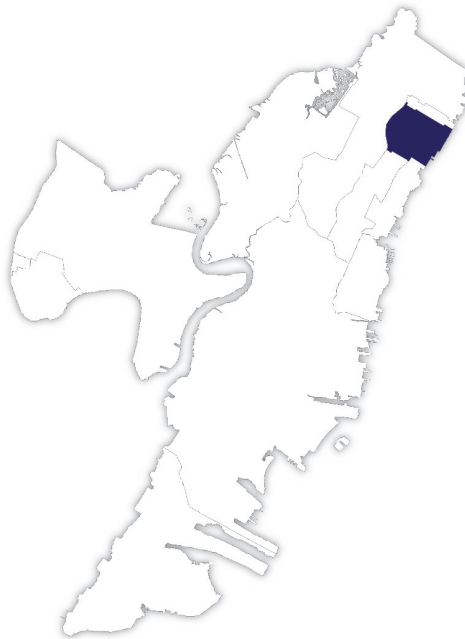
West New York

Municipal Profile

6%

*Population
growth in the
past decade**

2020 Population : 52,912*



9% Growth
*in housing
unit supply
in the past
decade**



KEY INDICATORS



Unemployment
Rate: 4%



Percent Below
Poverty: 20%



Per Capita Income:
\$29,170



Median Household
Income: \$56,436

Sources: American Community Survey 2019 5-Year Estimates, * 2020 Census

NOTABLE CAPITAL PROJECTS

Miller Stadium Improvements: On-going

With the help of funds from New Jersey Green Acres, Hudson County Open Space Trust Fund, and Community Development Block Grant, Miller Stadium has seen upgrades in various ways. The Stadium, now nearly a century old and a historic landmark, saw improvements that include new turf, a replacement from the historic grass and dirt field, and a new drainage system. The second phase of the improvement project will focus on the exterior of the stadium and will include a new scoreboard. The third and final phase will include renovated locker rooms and concessions. The new field will act as a field for football, soccer, and baseball games. These improvements will allow the stadium to meet the recreational needs of residents¹⁴⁶.



Miller Stadium new turf field will allow the use of different sports.

Patricia McEldowney Fields: Completed

Another recreational open space in West New York that has seen major improvements is *Patricia McEldowney Fields* located on Boulevard East. The park previously had a natural field made up of grass and dirt. However, this created challenges for residents who wished to enjoy the field. This was replaced with a new turf field. The park also saw the installation of new surveillance cameras and new lighting poles for a safer environment. The improvements were funded with help from the Hudson County Open Space Trust Fund and a county Community Development Block Grant¹⁴⁷.



Patricia McEldowney Field's new turf.

Image Source: Hudson County Open Space Trust Fund

UPDATE ON PROJECTS MENTIONED IN PREVIOUS PLANS

Veteran's Park Improvements: Completed

Due to erosion, *Veteran's Park* needed repairs to the existing steep slopes. The slopes contained vegetation that could not be supported by the existing walkway. CME Associates were hired to repair the foundation and make it safe for use. The project concluded in 2019 and now features a sign of West New York that adds to the New York City skyline. This project used Hudson County Open Space Trust Funds¹⁴⁸.



West New York

Municipal Profile Continuation

NOTABLE DEVELOPMENTS

The Station: On-going

One of the biggest developments to take place in recent time in West New York is the new mixed-use development called *The Station*. Located at 4901 Bergenline Avenue, *The Station*, is across the street from the Bergenline Avenue Hudson-Bergen Light Rail Station. The development will feature 97 apartments made up of one-bedroom and two-bedroom units and will include 54 underground parking spaces. Prior to this development, 4901 Bergenline Avenue was home to a one-story retail building. *The Station* will continue to include retail and commercial space featuring 12,200 square feet of space for both uses on the ground floor¹⁴⁹.



At 10 stories, *the Station* will be one of the tallest buildings in the vicinity.

Image Source: Rendering by NRIA

The Grand & The Metro: On-going

The Grand and *the Metro*, located a few yards away from each other at 508 51st Street and 511-513 52nd Street respectively, are among the newest development coming to Bergenline Avenue. Each building will be 14-stories high, will include 156 residential units each, and will be LEED-certified. The development will also include a 496 space parking garage that will be owned by the town, constructed through a public-private partnership. 297 spaces of the parking garage will be available to the public. This is a great addition to Bergenline Avenue which currently has a huge parking problem due to the many shoppers it attracts. The new buildings are within walking distance to NJ Transit bus stops that travel to Manhattan and the Hudson-Bergen Light Rail Station. The properties where both developments are taking place were public surface parking lots that were owned by the West New York Parking Authority. Replacing the surface lots with residential units and a parking garage will generate more activity in the town¹⁵⁰.

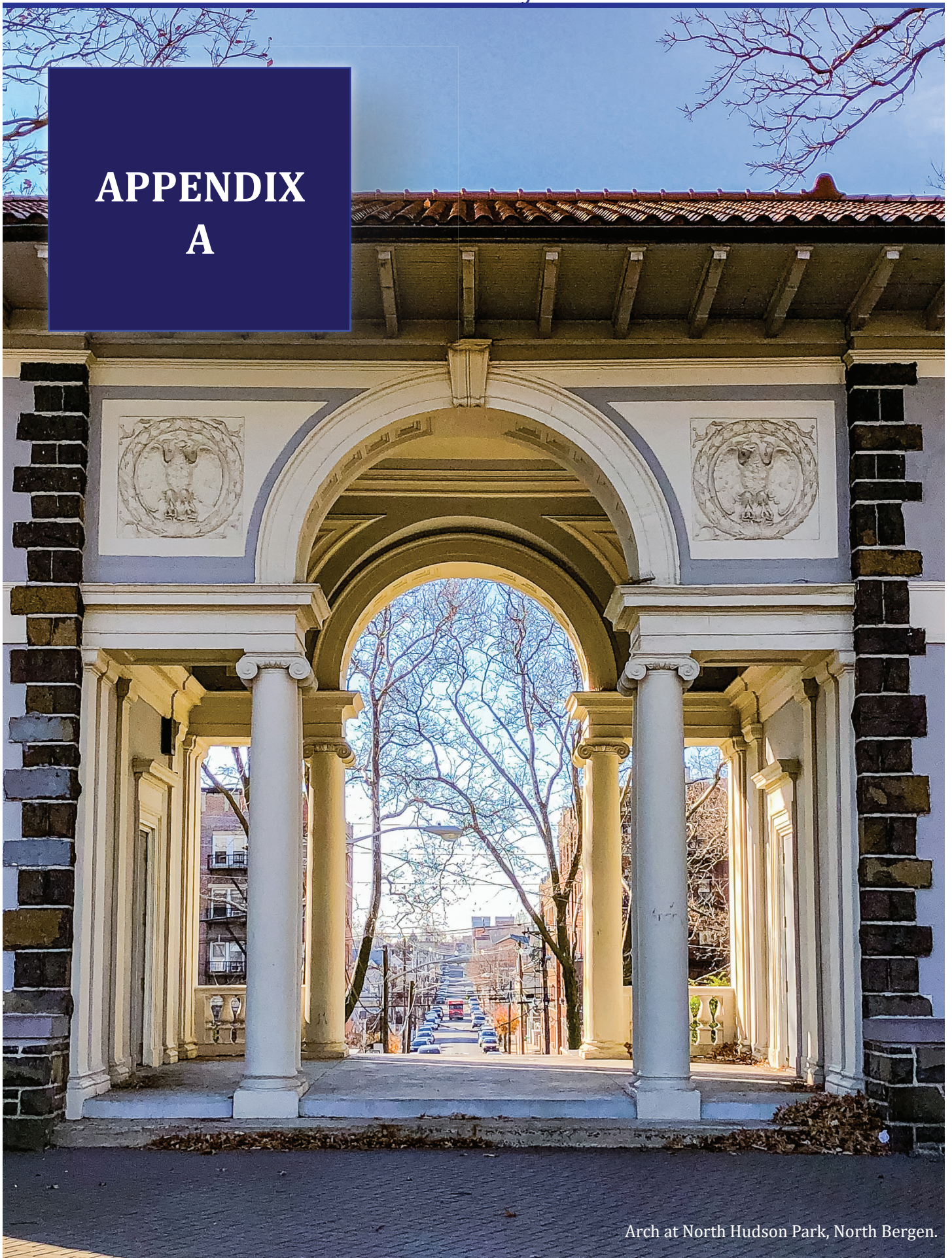


This development will include a new parking garage.

Image Source: Rendering by NR Living

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APPENDIX A

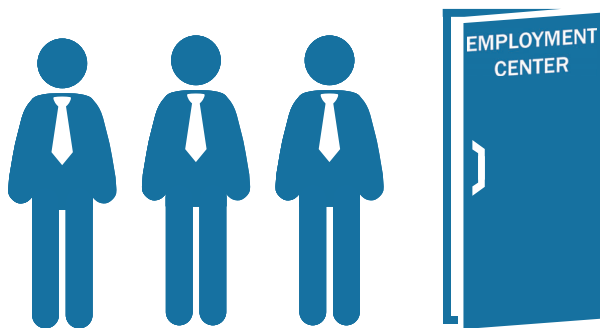


Arch at North Hudson Park, North Bergen.

APPENDIX A — 2015-2019 PERFORMANCE MEASURES

The previous CEDS study set several goals, objectives and performance measures to be fulfilled over the past five years. Around half of these objectives were met, according to survey data from various sources, although others could not be fully verified.

Jobs, Training, & Unemployment



One of the main objectives of the previous CEDS was to achieve a sustainable unemployment rate below 6% for all segments of the Hudson County labor force. From 2015 to 2019, employment increased by more than 17,000 from 339,606 to 357,147 according to ACS 5-Year Estimates, while the total number of people participating in the increased by over 2,500 from 374,293 to 376,862. As a result, the number of unemployed people decreased by nearly 15,000 from 34,687 to 19,715 and the unemployment rate dropped from 9.3% to 5.2%, fulfilling the objective of the CEDS. The unemployment rate stayed low into the first months of 2020 until the COVID-19 lockdowns and subsequent layoffs caused a massive spike in unemployment to occur.¹⁵¹

Transit Ridership & Satisfaction



Another objective was to determine how well the transportation infrastructure in Hudson County served the needs of residents and businesses through the use of annual benchmarks and surveys that show whether or not the County's transportation system has improved or not and to what degree. According to seasonal surveys, there was a general decline in satisfaction with transit facilities throughout Hudson County and New Jersey, falling from 6.2 points out of 10 in the fall of 2015, to 5.4 in 2017 before recovering slightly to 5.9 in 2019. Satisfaction with the North Jersey Local bus system steadily declined from a fall average of

6.6 in 2015 to 6.4 in 2019. Satisfaction with the Hudson-Bergen Light Rail declined from 6.6 in fall 2015 to 6.5 in 2019. Lastly, satisfaction with the NJ Transit Rail System declined from 5.9 in fall 2015 to 3.8 in 2017, and then 5.1 in 2019¹⁵².

Tourism & Visitation Spending



Hudson County achieved significant increases in county spending, visitation, and visitor spending for travel and tourism-related activity. The goal was to increase travel and tourism spending in the County's towns and cities by an annual average of 5%, over the next five years. Between 2015 and 2019, the county ranked in the top 5 for visitor spending growth. Visitor spending rose from \$5.5 to \$7.3 million throughout the county, increasing at a five-year average of 6.5%. In 2019 alone, visitor spending increased by 6.7% and represented a 6.3% share of the state's total visitor spending. Spending by the county government rose from \$1.995 to \$2.403 billion from 2015 to 2019, an approximately 4.1% five-year average. In 2019, the county's spending rose 4.9%, representing a 5.2% share of the state¹⁵³.

Site Remediation



Hudson County also committed itself to increasing the utilization of environmentally contaminated sites by cleaning up 5% of the County's total brownfield areas. According to the NJDEP, there are currently a total of 1,719 active sites in Hudson County and 1,195 active sites with confirmed contamination. The NJDEP Data Miner reports that a total of 2,541 "No Further Action" letters, (indicating that a site has been cleared of contaminants "in accordance with applicable remediation regulations"), have been issued from 2015 to 2021. Over 350 NFAs were issued each year between 2015 and 2019, hitting an all-time peak of 452 in 2018 alone. In 2020, the number of NFAs issued dropped to 280 but quickly recovered by 2021, when 339 were issued. In any case, Hudson County has far surpassed the objective set in the previous CEDS¹⁵⁴.

Representation in Skilled Trades



The county sought to increase the representation of minorities, women, and justice-involved individuals (e.g., formerly incarcerated men, women, and adjudicated youth) within skilled trades occupations by 20% over a five-year period. We examined microdata from ACS 5-Year Estimates that measured employment by sex and race in skilled trades, including: Construction and Extraction Occupations; Installation, Maintenance, and Repair Workers; Production Occupations; and Transportation and Material Moving Occupations. According to 5-Year Estimates from 2011-2015 and 2015-2019, there was a total increase of 3,281 (4.3%) in the skilled trades mentioned, from 76,114 to

79,395 workers.

The estimated number of male workers remained steady throughout the decade, declining slightly from 63,168 to 63,131. Female workers experienced an increase in employment of 3,318 (25.6%), from 12,946 to 16,264. The largest increase in female workers by industry was in Transportation and Material Moving Occupations, 3,343 (56%.2). Transportation is also the largest skilled trade, employing over 39,958 workers, over a quarter of whom (9,288) are female, the largest numerical and proportional representation in the skilled trades. For the second largest industry and female workforce, Production Occupations, there was a 3.7% decrease in employment, although there was also an 11.3% decrease among men, and 8.2% decrease overall. The other two industries each employ several hundred female workers (under 5% of their total workers) and added more than a hundred more over the past decade.

Meanwhile, non-white representation in the skilled trades increased by 3,810 (11.8%) over the same time frame, from 32,206 to 36,016 workers. The largest increase by industry was once again in Transportation and Material Moving Occupations, 2,934 (17.34%), followed by Installation, Maintenance, and Repair Workers, 328 (12.2%), Construction and Extraction Occupations 299 (5.2%), and Production Occupations 249 (3.6%). The greatest increases by racial category occurred among Black /African American workers by 894 (10.1%), other races by 2,989 (19.2%), and American Indian/Alaska Native workers by 304 (128.3%). Japanese workers also experienced a small total increase but a large proportional increase from 18 to 57 workers (132.6%). There was a total reduction in White workers, Chinese workers, and Two Major Races. Overall, the county was able to reach the CEDS goal for women female workers but only hit half the target for non-white workers¹⁵⁵.

Affordable Housing



The previous CEDS report, prepared by the consulting firm 4Ward Planning did not provide specifics on how affordable housing should be measured or what was the baseline affordable housing supply in 2015. There was however an analysis of Fair Market Rent (FMR) data provided by HUD. The annual household income threshold ranged from approximately \$16,100 to \$40,900 per year for a very low-income household to \$42,900 to \$81,000 per year for a low-income household, depending on household size. Assuming that affordable rent would be less than 30% of a household's monthly income, affordable rent in Hudson

County would be \$403 per month for a very low-income one-person household and \$1,074 per month for a low-income one-person household. Average asking market rents in the Submarket (starting at over \$2,000 for a studio) are not affordable for low-income Hudson County households.

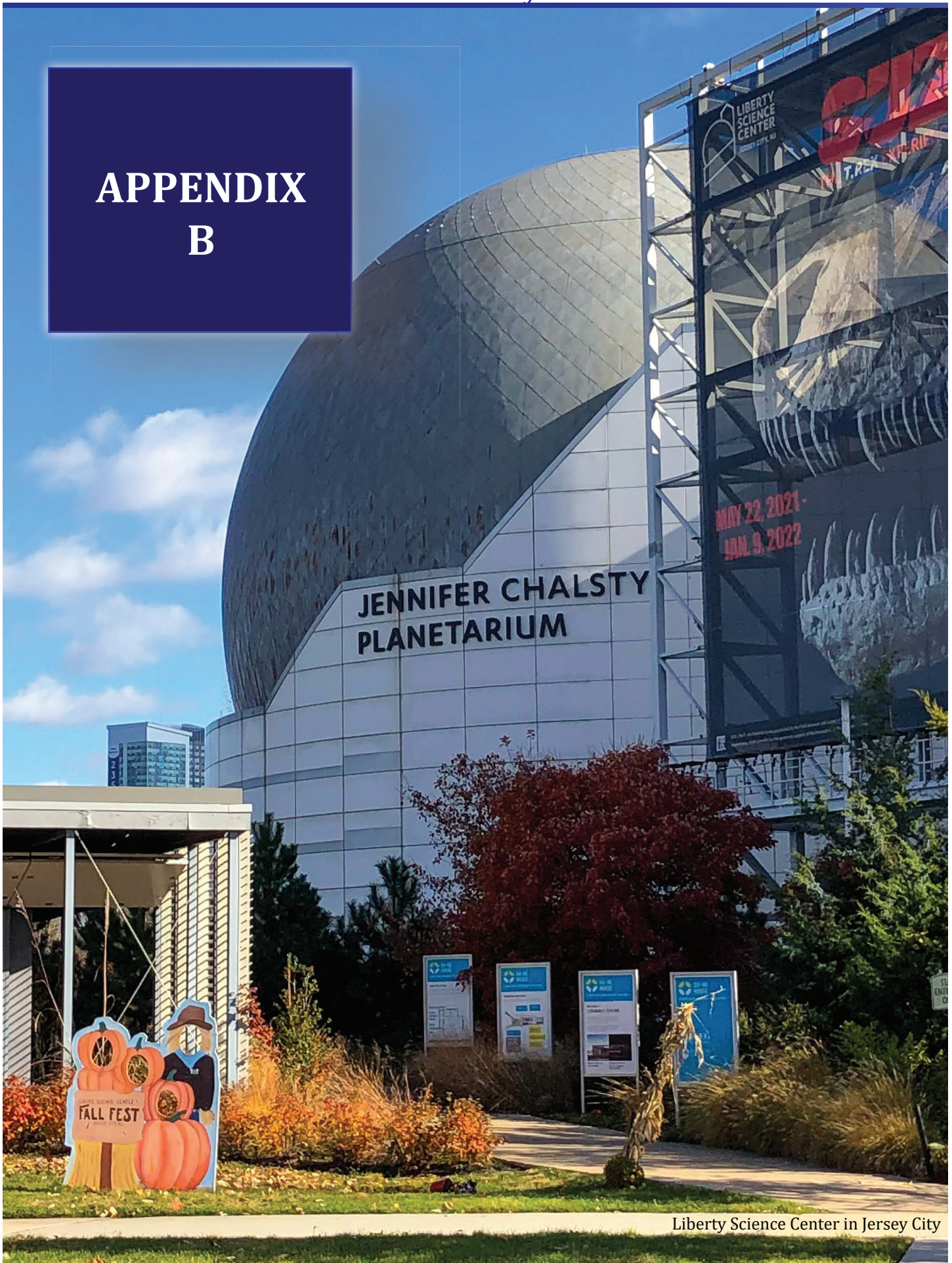


*AMI: Area Median Income

Source: HUD, Esri, 4ward Planning Inc. 201

The increase in affordable housing supply since 2015 is the result of several federal, state, and local programs, such as the HOME-Assisted Affordable Housing Projects, low-income housing tax credits (LIHTC), inclusionary zoning ordinances, and municipal housing trust funds. Each of the Hudson County municipal planning and housing departments were contacted about their affordable housing programs and contributions to the total housing supply. Unfortunately, we only received a definite answer from Hoboken, who added 92 new affordable units, while others either did not answer, provided inconclusive information, or simply had no new units to report. Data from HUD and other sources revealed that since 2015, a total of 370 new affordable units have been added as a part of the HOME, along with 1,525 low-income housing tax credit units. Policy Map was used to determine the baseline affordable housing supply in 2015, 115,747 renter and owner-occupied units, where households earned 80% of the Area Median Income (AMI). Based on these numbers, affordable housing rose by a mere 1.7% since 2015, however, the baseline data is quite broad in its scope and the data on new units is incomplete; Jersey City likely contributed a significant amount of new affordable units, but never ultimately never provided the data after several requests. The next CEDS report should provide more specific metrics about how affordable housing is counted and the County and municipalities should create more efficient and reliable ways to share data.

APPENDIX B



Liberty Science Center in Jersey City

APPENDIX B — ADDITIONAL GRAPHS

Change in Expected Average Annual Loss from Hurricanes

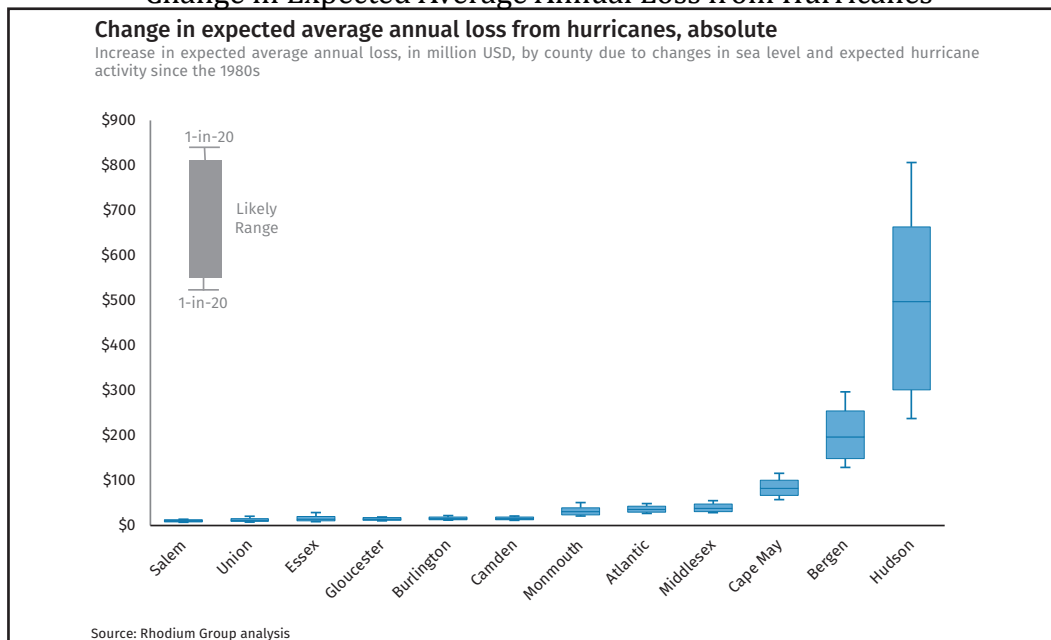


Chart Source: New Jersey's Rising Coastal Risk (2019)

Change in Expected Average Annual Loss from Hurricanes compared to GDP

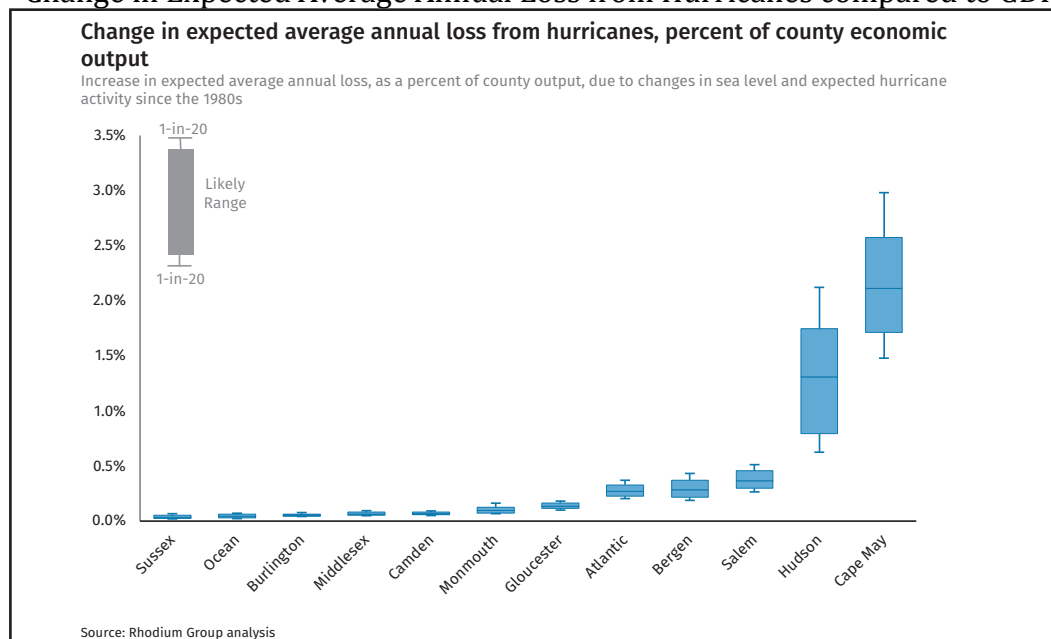
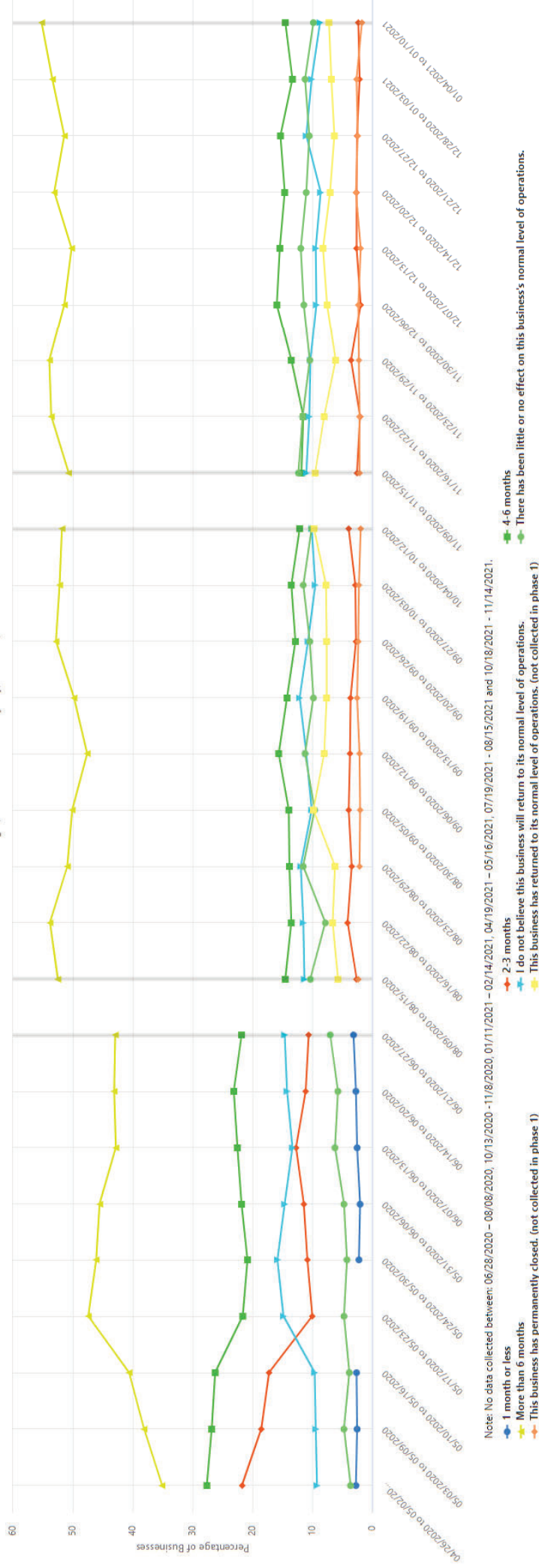


Chart Source: New Jersey's Rising Coastal Risk (2019)

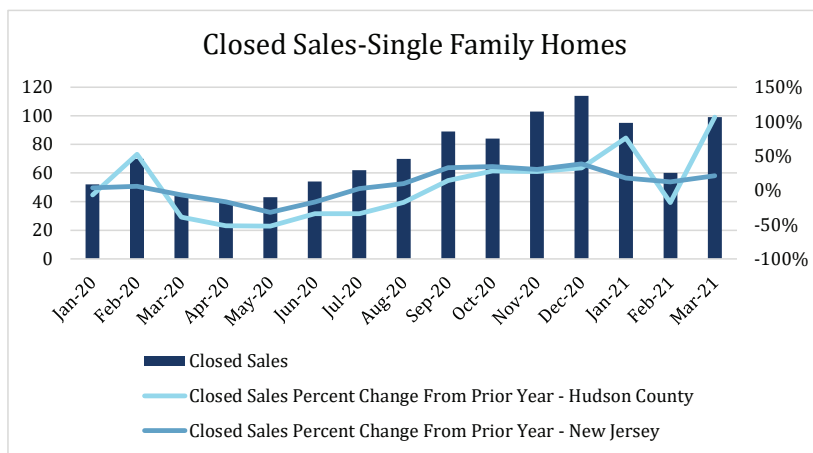
Small Business Pulse Survey Phase 1-3

In your opinion, how much time do you think will pass before this business returns to its normal level of operations?

MSA 35620 Average (New York-Newark-Jersey City, NY-NJ-PA)



Closed Sales Price - Single Family Homes



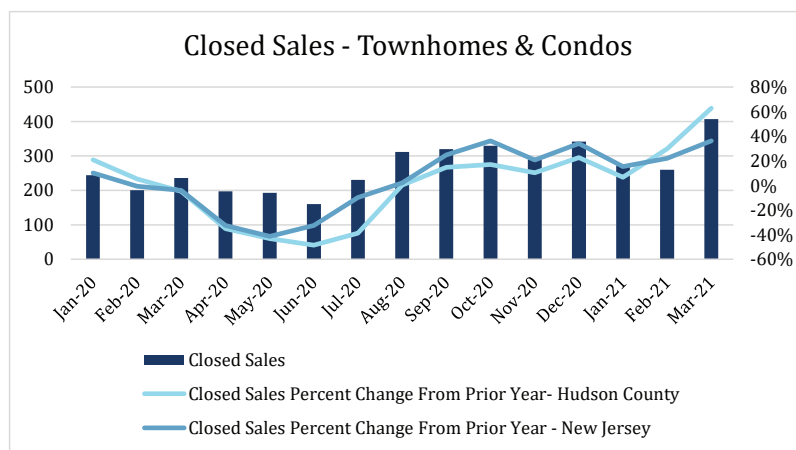
Source: New Jersey Realtor

New Listings - Townhomes & Condos



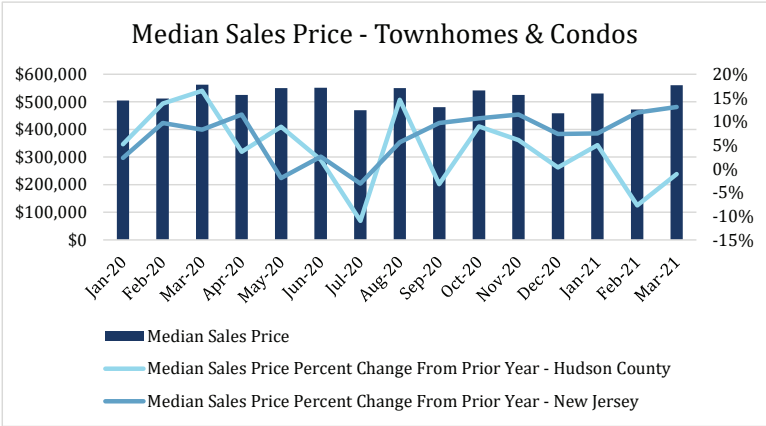
Source: New Jersey Realtor

Closed Sales- Townhomes & Condos



Source: New Jersey Realtor

Median Sales Price - Townhomes & Condos



Source: New Jersey Realtor

Capital Projects - Bayonne 1/2

Project Name	Municipality	Description	Address	Source
Improvements Russell Golding Park	Bayonne		788 Avenue E	https://hudsonreporter.com/2020/10/16/bayonne-breaks-ground-on-fitzpatrick-park-renovations/
Bayonne Green Infrastructure Feasibility Study	Bayonne	Recommended sites for green infrastructure in Bayonne	Multiple sites across Bayonne	Resilient Northeastern NJ
Bayonne LTCP	Bayonne	One proposed alternative includes increased conveyance to PVSC, five combined sewage storage tanks (combined storage of 19.8 MG), and improvements to Oak Street Pump Station.	Multiple sites across Bayonne	Resilient Northeastern NJ
Francis G. Fitzpatrick Park Upgrades	Bayonne	New park amenities, such as new playgrounds, to be constructed at the park. The park renovations include construction of a separate storm sewer along Avenue C from 26th Street to 28th Street to alleviate flooding in the neighborhood, and construction of a cistern for stormwater storage beneath the park. Construction began in October of 2020. The project was partially funded by a Hudson County Open Space Trust Fund Grant and funding through the New Jersey Water Bank state revolving fund.	Park located on Avenue C between W 26th and W 27th Streets in Bayonne. Separated sewer construction on Avenue C between W 26th and W 28th Streets	Resilient Northeastern NJ

Disclaimer: List may be incomplete.

Capital Projects - Bayonne 2/2

Project Name	Municipality	Description	Address	Source
Regional PVSC Treatment District LTCP CSO Control Technologies Upgrades	Bayonne			https://www.nj.gov/dep/dwq/pdf/CSO_SIAR_PVSC_2020_1001.pdf
Bayonne Commuter Ferry Pier and Dock Improvements	Bayonne	Construction of Ferry Pier and Dock Improvements including upland improvements and ADA compliant walkway to Ferry Barge gangway system. Future work includes a terminal and the purchase of a boat.		https://www.nitpa.org/NJTPA/media/Documents/Archive/Hudson%20County/Hudson18.pdf?text=

Disclaimer: List may be incomplete.

Capital Projects - East Newark 1/1

Project Name	Municipality	Description	Address	Source
Sewer Separation	East Newark	5% conversion of impervious area to GI, partial sewer separation followed by storage tanks or high rate filtration with PAA disinfection.	Waterfront and Thread Mill	https://www.nj.gov/dep/dwg/pdf/CSO_SIAR_PVSC_20201001.pdf

Disclaimer: List may be incomplete.

Capital Projects - Guttenberg 1/1

Project Name	Municipality	Description	Address	Source
Galaxy Towers Sanitary Sewer Separation	Guttenberg			https://www.nj.gov/dep/dwg/pdf/CSO_SIAR_NBMUAWoodcliff_20201001.pdf
Guttenberg and North Bergen Waterfront Park Improvement	Guttenberg & North Bergen	The park features a playground, a picnic area, open grassy areas and a waterfront amphitheater. Concerts and other cultural events may be held in the amphitheater, but officials said they are still discussing the possibilities for the space.	7100 River Rd, North Bergen, NJ 07047	https://www.nj.com/hudson/2014/10/new_waterfront_park_opens_in_guttenberg.html

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Capital Projects - Harrison 1/1

Project Name	Municipality	Description	Address	Source
Green Infrastructure Program	Harrison			https://www.nj.gov/dep/dwg/pdf/CSO_SIAR_PVSC_2020_1001.pdf

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Capital Projects - Hoboken 1/5

Project Name	Municipality	Description	Address	Source
Washington Street Rehabilitation and Redesign Project	Hoboken	Water system improvements and road reconstruction on Washington St across Hoboken. 15 rain gardens constructed at intersections.	Washington Street	Resilient Northeastern NJ
Hoboken Terminal Improvements	Hoboken	This capital investment plan states the due to flooding concerns, Hoboken Terminal will be raised to make it more resilient.	Hoboken Terminal	https://njtplans.com/download/capital-plan/NJ Transit Capital Plan Executive Summary.pdf
9TH & Madison Infrastructure Upgrades	Hoboken	The City of Hoboken and North Hudson Sewerage Authority have evaluated several alternatives to alleviate the common street flooding. The recommended improvements will upgrade portions of the sewers, roadways, curbs, and sidewalks in the area of 9th and Madison Streets in Northwest Hoboken.	Replace the sewer on Madison St. between 9th St. and 11th St. Replace the inlets on Madison St. between 9th St. and 11th St., 9th St. between Madison St. and Monroe St., and 11th St. between Madison St. and Monroe St. Elevate the roadways, curbs, and sidewalks on Madison St. between 9th St. and 10th St., and 9th St. between Madison St. and Monroe St.	https://www.hobokennj.gov/resources/9th-madison-infrastructure-upgrades
Water Main Upgrades	Hoboken	The City upgraded water infrastructure at eight (8) locations totaling nearly 7,000 LF or 15 blocks. Upgrades also included new water mains, service lines to the curb box, curb to curb resurfacing, green/grey infrastructure, and complete streets improvements.	Jefferson Street between 8th Street and 9th Street Bloomfield Street between 2nd Street and 4th Street Garden Street between 3rd Street and 5th Street Monroe Street between 3rd Street and 4th Street Monroe Street between 8th Street and 11th Street Jefferson Street between 10th Street and 11th Street Garden Street between 12th Street and 14th Street Garden Street between Observer Highway and 2nd Street	https://www.hobokennj.gov/resources/drinking-water-infrastructure-upgrades-phase-1

Disclaimer: List may be incomplete.

Capital Projects - Hoboken 2/5

Project Name	Municipality	Description	Address	Source
Flood Pumps	Hoboken	During intense rain events at high tide, wet weather pumps operated by the North Hudson Sewerage Authority (NHSA) pump stormwater out of the system against the tide, preventing sewers from filling to capacity and overflowing onto streets.	Northwest Section of the City	https://www.hobokennj.gov/resources/flood-pumps
Hoboken Rain Garden Demonstration Project	Hoboken	Curb extensions at 4th and Garden	Intersection of 4th and Garden Streets	Resilient Northeastern NJ https://www.nj.com/hudson/2021/05/hoboken-breaks-ground-on-230-million-climate-change-resiliency-project.html#:~:text=Hoboken%20breaks%20ground%20on%20a%20groundbreak,Updated%3A%20May.&text=At%20a%20groundbreak,ing%20Thursday%20morning,a%20model%20of%20resilient%20development.
Hoboken Resiliency Project	Hoboken	In 2014, the federal government announced that Hoboken was one of six locations selected for a storm resiliency grant from the federal Department of Housing and Urban Development. The city was awarded \$230 million for a proposal that came to include four components: Resist, Delay, Store and Discharge, each named for the function they will perform.	Hoboken	Resilient Northeastern NJ https://www.nj.com/hudson/2021/05/hoboken-breaks-ground-on-230-million-climate-change-resiliency-project.html#:~:text=Hoboken%20breaks%20ground%20on%20a%20groundbreak,Updated%3A%20May.&text=At%20a%20groundbreak,ing%20Thursday%20morning,a%20model%20of%20resilient%20development.
Hoboken City Hall Green Infrastructure Demonstration Project	Hoboken	Installation of four cisterns, four rain gardens (two in front and back of City Hall, each), permeable pavement, and four shade trees. Completed in 2016 with funding through state revolving fund.	Hoboken City Hall	Resilient Northeastern NJ https://www.tapinto.net/towns/hoboken/sections/economic-development/articles/suez-water-main-upgrades-coming-to-hoboken-streets-early-in-the-week
Water Main Upgrades	Hoboken	The City will replace 2,700 linear feet of 6-inch diameter water mains with 12-inch diameter water mains, add new valves, 10 new fire hydrants, and 150 new service lines on Hudson Street between 4th Street and 10th Street. These water main upgrades on Hudson Street will take approximately 12 weeks to complete.	Hudson Street	Resilient Northeastern NJ https://www.tapinto.net/towns/hoboken/sections/economic-development/articles/suez-water-main-upgrades-coming-to-hoboken-streets-early-in-the-week

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Capital Projects - Hoboken 3/5

Project Name	Municipality	Description	Address	Source
NHSA Mitigation	Hoboken	Various physical mitigation measures at NHSA administrative building, including floodwall in garage; installation of watertight doors, sump pump, and exhaust system in pipe tunnel; installation of removable barrier at exterior entrances; and a watertight conduit (source: RBD-HR Appendix F project list)	1600 Adams Street	Resilient Northeastern NJ
NHSA Wet Weather Pumping Stations	Hoboken	84 MGD wet weather pumping station (H1 Pump Station) constructed on Observer Highway in 2011/2012 to alleviate flooding in southwest Hoboken. 80 MGD wet weather pumping station constructed on 11th Street at Hudson Street (H5 Pump Station) in 2016 to alleviate flooding in northwest Hoboken.	H1 Pump Station on Observer Highway and H5 Pump Station on 11th Street	Resilient Northeastern NJ
NHSA LTCP	Hoboken	Increase WWTP capacities, construct new Adams Street WWTP treated effluent outfall, increase capacities of pump stations, construct stormwater storage tanks.	Multiple locations in Hoboken	Resilient Northeastern NJ
Hoboken Microgrid	Hoboken	Proposed microgrid to connect 29 critical facilities along Washington Street and in Hoboken Housing Authority properties, with main controls located at City Hall. Feasibility study completed 2018/2019 by Concord Engineering	Washington Street, Hoboken public housing, and Hoboken City Hall	Resilient Northeastern NJ

Disclaimer: List may be incomplete.

Capital Projects - Hoboken 4/5

Project Name	Municipality	Description	Address	Source
Hoboken Floodproofing of Critical Facilities	Hoboken	Dry and wet floodproofing of 3 firehouses, Midtown Garage, & Multi-service Center via removable flood doors/walls, exterior waterproofing, and installation of backflow preventors. Hoboken Public Library prepared with manually inserted flood barriers, exterior waterproofing (coating of building to resist water penetration), sump pumps, & backflow preventers. Assume projects are complete but need confirmation	Multiple locations in Hoboken	Resilient Northeastern NJ
NHSA H6/H7 Storm Sewer Project	Hoboken	This storm sewer project is being completed by NHSA as one of the various measures of its Long-term Control Plan. The project involves construction of separated storm sewers in the H6 and H7 sewer service areas in northern Hoboken, which will flow to the stormwater storage tank being constructed in Northwest Resiliency Park. Construction of storm sewers and a force main on 13th Street between Adams and Madison Streets was underway in January 2021, and later phases will include storm sewer construction in the surrounding streets. The project aims to reduce combined sewer overflows and mitigate street flooding in the sewer service areas	H6 and H7 sewer service areas, which are in northern Hoboken.	Resilient Northeastern NJ
Hoboken Multi-Park Dog Run Improvements	Hoboken	The dog run was renovated with modern K9 turf and an upgraded drainage system, with funding provided by Hudson County's Open Space Trust Fund	1001 Hudson St, Hoboken, NJ 07030	https://patch.com/new-jersey/hoboken/bark-play-poo-new-turf-hoboken-revamps-elysian-dog-run

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Capital Projects - Hoboken 5/5

Project Name	Municipality	Description	Address	Source
Hoboken PATH Station Hardening	Hoboken	Flood protection measures at Hoboken PATH Station. Completion scheduled for August 2020 as per PANYNJ website	Hoboken PATH Station	Resilient Northeastern NJ
Hoboken 7th and Jackson Street Park	Hoboken	Construction completed 2020. Includes GI and underground detention systems to store 470,000 gallons of stormwater	7th Street and Jackson Street	Resilient Northeastern NJ
Southwest Park	Hoboken	The Southwest Park combines passive green space and flood mitigation to meet the neighborhood's needs. It is New Jersey's first resiliency park with integrated green infrastructure to mitigate flooding.		https://www.hobokennj.gov/resources/southwest-park

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Capital Projects - Jersey City 1/6

Project Name	Municipality	Description	Address	Source
Newport Pier Park	Jersey City	The scheme will partially revitalize a 3.47-acre vacant pier known as 15 Park Lane South that juts out along the Hudson River and is located directly east of the company's Ellipse development.	15 Park Lane South	https://jerseydigs.com/jersey-citys-controversial-newport-pier-park-gains-approval/
Newark Avenue Pedestrian Plaza Upgrade	Jersey City	The project calls for elevating the street level to match the sidewalk, granite pavers, a stage for community events, rain garden tree planters and café lighting to improve visibility. The plaza plan also calls for: six 30-ft flag poles; 46 benches; 16 bike racks; 199 bollards; 30 trash and recycling receptacles.	Newark Avenue	https://www.hobokengirl.com/newark-avenue-plaza-renovation-2021/
Energy Savings Improvement Program (ESIP)	Jersey City	Under the ESIP, Jersey City will also become the first in the country to create a self-sustainable municipal microgrid utilizing the 1.23 MW solar panel array installed at DPW last year to ensure continuity of vital service operations utilizing the municipal electric vehicle (EV) fleet operations, specifically EV garbage trucks.	Jersey City	https://www.tapinto.net/towns/jersey-city/sections/green/articles/jersey-city-announces-21-million-in-energy-improvement-upgrades
Lincoln Park West Wetland Restoration Project	Jersey City	Restoration of 34 acres of wetlands and 11 acres of transitional wetland areas at a former landfill site. The project created recreational opportunities including a golf course and nature walk. Funding was provided through a variety of sources, including a NOAA, an oil spill settlement fund, and a NJDEP damages fund.	Lincoln Park	Resilient Northeastern NJ

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Capital Projects - Jersey City 2/6

Project Name	Municipality	Description	Address	Source
Lincoln Park-Buddy Building	Jersey City	<p>Lincoln Park in Jersey City needed a structure to house maintenance equipment as well as providing a modernized greenhouse to replace the existing greenhouse in the compound. The structure was also needed to provide storage for materials used to maintain the parks as well as provide shelter to the maintenance employees.</p> <p>The building is a state-of-the-art facility utilizing geothermal heating and cooling. The structure utilizes greywater and has a green roof composed of various types of Sedum. A standby generator is on the premises to provide emergency power. The greenhouse has two recirculating systems to keep the temperature cool in the summer months. The building was named after the late Harold "Buddy" Demellier who was instrumental in running the County.</p>	Lincoln Park	https://hudson-county-parks-hudsoncogis.hub.arcgis.com/pages/projects
Reservoir #3 Restoration	Jersey City	A long-neglected Bocce court near the cliffside was completely reconstructed and includes a prefabricated shade structure, while new furnishings, decorative iron fencing, gates, a hydration station, and 89 trees were installed throughout the space.		https://jerseydigs.com/jersey-city-opens-renovated-riverview-park-breaks-ground-on-reservoir-3-restoration/
PANYNJ Hardening of Exchange Place, Newport, and Grove Street PATH Stations	Jersey City	New elevators, escalators, and flood protection measures at the three stations. Work has already begun at the Newport Station. Work anticipated to be completed at all three stations in 2022.	Exchange Place, Newport, and Grove Street PATH Stations in Jersey City	Resilient Northeastern NJ

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Capital Projects - Jersey City 3/6

Project Name	Municipality	Description	Address	Source
Jersey City Rain Gardens	Jersey City	Rain garden projects funded through Green Acres program at Lafayette Park, Bayside Park, and McGovern Park.	Lafayette Park, Bayside Park, McGovern Park	Resilient Northeastern NJ
Liberty State Park Natural Resource Restoration Project.	Jersey City	Restoration of 234 acres of wetlands, including creation/enhancement of 27 acres of freshwater wetland, 50 acres of saltmarsh, and 133 acres of upland maritime habitat in a contaminated portion of Liberty State Park. 23 acre portion may have already been completed. Remaining design completion expected Summer of 2021. Construction expected to begin Fall 2021.	Liberty State Park	Resilient Northeastern NJ
Columbia Park Green Infrastructure (PVSC)	Jersey City	Green infrastructure installation by PVSC at Columbia Park.	Columbia Park	Resilient Northeastern NJ
Long Slip Fill and Rail Enhancement Project	Jersey City	Fill of Long Slip Canal, former freight barge channel, above floodplain and construction of six new elevated tracks, with walkway extension to Hoboken Terminal. Project will include extending the 18th Street combined sewer outfall and two 8-inch drainage pipes from the PATH tunnels. Construction contract for Phase 1 awarded February 2020.	Long Slip Canal at border between Jersey City and Hoboken, north of 18th Street	Resilient Northeastern NJ
Jersey City City Hall Green Infrastructure Demonstration Projects	Jersey City	Rain gardens and bioswales installed around Jersey City City Hall.	Jersey City City Hall	Resilient Northeastern NJ

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Capital Projects - Jersey City 4/6

Project Name	Municipality	Description	Address	Source
Mill Creek Walkway Levee or Berm (Priority Area D)	Jersey City	Proposed elevated walkway or berm to be constructed along with raising of land proposed for Grand Jersey Redevelopment Area.	Mill Creek	Resilient Northeastern NJ
Marion and Lincoln Park Floodwalls (Priority Area C)	Jersey City	Proposed floodwalls to protect infrastructure in Marion + Lincoln Park area, to be complemented by wet and dry floodproofing of individual buildings.	Along Hackensack River or Route 1/9 from Hudson Mall to north of Duffield Ave	Resilient Northeastern NJ
Hudson Riverwalk Boardwalk Levee and Dudley and Washington Street Elevations (Priority Areas E and F)	Jersey City	Recommended conversion of Hudson River Waterfront walkway to boardwalk levee at height of approx. 14 feet above mean sea level. Recommended raising of Washington and Dudley Streets by three to four feet.	Hudson Riverfront Walkway Dudley St and Washington St south of Dudley	Resilient Northeastern NJ
Society Hill Walkway Levee (Priority Area B2)	Jersey City	Create walkway levee along Morris Canal Greenway. Recommended to be completed in conjunction with Route 440 Boulevard State project. Location of proposed walkway levee to be confirmed.		Resilient Northeastern NJ
Country Village Street Levee (Priority Area A)	Jersey City	Construction of street levee around Route 440 and elevating the roadway 3 to 4 feet to maintain it as a safe evacuation route and to protect Country Village. Estimated to benefit 2,000 residents and to have a capital cost of \$24M.	Along Route 440 from Bayonne to NJCU Athletic Complex	Resilient Northeastern NJ

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Capital Projects - Jersey City 5/6

Project Name	Municipality	Description	Address	Source
JCMUA LTCP	Jersey City	Includes implementation of green infrastructure, source controls, and CSS repairs before 2026; sewer separation project at Bates and Bright Streets; 5 treatment shafts (storage tanks) to be constructed incrementally before 2049.	Multiple locations in Jersey City	Resilient Northeastern NJ
Society Hill Elevated Boardwalk Levee (Priority Area B1)	Jersey City	Elevate existing Hackensack RiverWalk by five to six feet to create a raised boardwalk levee. Recommended to complete this project after Country Village Street Levee (Priority Area A). Estimated capital cost of \$9.5M.	Droyer's Point along waterfront	Resilient Northeastern NJ
Jersey City Green Infrastructure Demonstration Projects	Jersey City	Arlington Park rain garden completed 8/15/16. PS5 stormwater planters completed 2015. MLK drive tree planters/permeable pavement project in planning.	Three sites in Jersey City	Resilient Northeastern NJ
Mill Creek/Crescent Park Redevelopment Project	Jersey City	Proposed elevation of land in the Grand Jersey Redevelopment Area (six to nine feet), including filling in of Mill Creek. A portion of redevelopment is being completed as the Crescent Park Project, which includes redevelopment of the vacant lot at 246 Johnston Street (proposed mixed-use development with 2,000 residential units and 50,000 sq ft of retail space.) Proposed construction of 5 MG stormwater storage tank for combined sewer outfall at Mill Creek. Permit submitted for remediation early in 2021.	246 Johnston Ave	Resilient Northeastern NJ

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Capital Projects - Jersey City 6/6

Project Name	Municipality	Description	Address	Source
Regional PVSC Treatment District LTCP CSO Control Technologies Upgrades	Jersey City			https://www.nj.gov/dep/dwq/pdf/CSO_SIAR_PVSC_2020_1001.pdf
Johnston Avenue Road Improvements	Jersey City	The project will restore the asphalt pavement and upgrade pedestrian improvements to .75 miles of Johnston Avenue between Phillip Street and Grand Avenue. The project will include: ADA/pedestrian improvements, utility improvement coordination, drainage upgrades and lighting, milling; and paving, and striping, landscaping and restoration.		https://www.njtpa.org/NJTPA/media/Documents/Archive/TIP%20Archive/Hudson%20County/Hudson18.pdf?ext=.pdf

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Capital Projects - Kearny 1/2

Project Name	Municipality	Description	Address	Source
Riverbank Park Bike Trail	Kearny	The purpose of the project is to improve the area of the Riverbank Park trail along Passaic Avenue from Bergen Avenue to the Belleville Turnpike.		https://docplayer.net/211255352-Nitpa-transportation-improvement-program-fiscal-years.html
Route7, Kearny, Drainage Improvements	Kearny	This project will provide highway drainage system improvements including: pumping stations, raising road profile and sheet piling to prevent tidal water to flood the roadway.		https://docplayer.net/211255352-Nitpa-transportation-improvement-program-fiscal-years.html
Gunnell Oval Recreation Improvements	Kearny	The primary objective of the project is the reconstruction of the Gunnell Oval as a modern artificial turf sports complex. The project also includes new storm water management controls that minimize the impact of frequent flooding at the complex and surrounding neighborhoods due to the influence of the Kearny Marsh. Also included are the construction of two field house buildings, a playground, volleyball court, outdoor fitness area, tennis courts, parking lots and sidewalks. Existing skate and basketball areas are to be maintained.	520 Schuyler Ave, Kearny, NJ 07032	https://www.kearnynj.org/news/reconstruction-of-the-gunnell-oval-municipal-sports-and-recreational-complex-begins/
Harvey Field Improvements	Kearny	Kearny is looking to upgrade the existing soccer and baseball field.	280 Schuyler Ave, Kearny, NJ 07032	https://hudsonreporter.com/2021/10/22/100-million-commitment-announced-for-urban-

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Capital Projects - Kearny 2/2

Project Name	Municipality	Description	Address	Source
Route 7, Kearny, Drainage Improvements	Kearny	This section of Route 7 is generally uncurbed and frequently flooded due to low elevation and lack of sufficient highway drainage system. Roadway runoff is collected through inlets or sheet flow, discharging directly into the marshlands. During moderate and heavy storms, in addition to high tide, the runoff overflows the banks onto the roadway and adjacent properties. This causes the highway to be closed and traffic is detoured. This project will provide highway drainage system improvements including; pumping stations, raising road profile and sheet piling to prevent tidal water to flood the roadway.		https://www.nitpa.org/NJTPA/media/Documents/Archive/TIP%20Archive/Hudson%20County/Hudson18.pdf?ext=.pdf
Sewer Separation	Kearny	Sewer Separation at Outfall KE010, Sewer Separation at KE006 .		https://www.nj.gov/dep/dwg/pdf/CSO_SIAR_PVSC_20201001.pdf

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Capital Projects - North Bergen 1/1

Project Name	Municipality	Description	Address	Source
James J. Braddock Park - Woodcliff Lake Restoration Project	North Bergen	<p>Before the renovation, the existing lake wall was deteriorating at many locations. The wall was originally constructed utilizing stone and mortar and was approximately 6' in height and around one mile long. Over time water seeped into the mortar joints of the wall which resulted in failures at many locations due to the freeze and thaw during the winter months. Eventually, large areas began to fail making the pathway above the wall a safety issue to the constituents of the Park.</p> <p>The proposed wall was to be constructed out of cast in place concrete to prevent water percolation into the wall. The wall during the concrete pour had a stone form-liner in place to replicate the look of stone. The concrete after being fully cured was stained to look natural and a paver coping was constructed on top of the newly poured wall. In addition to the wall work, the existing island within Woodcliff Lake was cleared of dead debris and replanted with native woody plants. Wildflowers were hydroseeded in the open areas to add to the diversity of the island.</p>	James J. Braddock Park	https://hudson-county-parks-hudsoncogis.hub.arcgis.com/pages/projects
Closure of outfall NB014	North Bergen			https://www.nj.gov/dep/dwg/pdf/CSO_SJAR_PVSC_20201001.pdf
Storage Tank at School (NB003)	North Bergen			https://www.nj.gov/dep/dwg/pdf/CSO_SJAR_PVSC_20201001.pdf
Green Infrastructure Program	North Bergen			https://www.nj.gov/dep/dwg/pdf/CSO_SJAR_PVSC_20201001.pdf

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Capital Projects - Union City 1/1

Project Name	Municipality	Description	Address	Source
Peru Park (24th St. Playground) Improvements	Union City	The existing park is expected to be cleared in order to allow for the development of a new sprayground and playground equipment designed for children between the ages of five and 12. A new water fountain, decorative fencing, and an accessible ramp would also be installed. Electrical, plumbing, and drainage improvements will need be made on the premises.	24th Street and Central Ave, Union City	https://jerseydigs.com/improvements-planned-peru-park-24th-street-union-city/
38th Street Playground Improvements	Union City	Project consists of repairing existing cracks in the surface, leveling of depressed areas in the existing surface, cleaning and preparing the courts, installation of rust block, installing a new acrylic coating system on two (2) basketball courts and out-of-bounds area, the replacement of existing water fountain, installation of a trench drain, trimming of existing trees, installation of privacy slats, removal of overgrown shrubs, planting proposed shrubs, the repair of the retaining wall, repainting of perimeter fencing and the cleaning and repair of existing inlet drains at the 38th Street Park located between Bergen Turnpike and John F. Kennedy Boulevard in Union City.	630 38TH STREET	https://www.constructionjournal.com/projects/details/2384d05312334cc2a3db6af281c09e72.html

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Capital Projects - Weehawken 1/1

Project Name	Municipality	Description	Address	Source
Waterfront Multi-Use Pavilion Project	Weehawken	Phase one of the project, which involves the construction of a six-lane lap pool, recreation pool, wading pool, and splash park, as well as some fencing and landscape features, will cost about \$6,100,000. All of phase one will be paid for in grants from Hudson County and New Jersey's park development programs over a few years.	1 Port Imperial Blvd, Weehawken, NJ 07086	https://hudsonreporter.com/2019/06/13/weehawken-issues-over-10-million-in-bonds-for-first-phases-of-waterfront-park-construction/

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Capital Projects - West New York 1/1

Project Name	Municipality	Description	Address	Source
Water quality improvement	Weehawken, West New York	The North Hudson Sewerage Authority is using a \$300,000 state grant to install stormwater planter boxes that will reduce the amount of rainwater that enters the sewer systems of the two communities.		https://www.nj.com/hudson/2020/08/state-grant-will-help-2-north-hudson-communities-get-a-little-greener.html
Centennial Field	West New York	The Town of West New York will reconstruct the underdrain system at Centennial Field to alleviate the effects of runoff from the Palisades. The Town will also use the grant funds to replace the turf, surface and worn amenities, such as netting, goals, bleachers, and a scoreboard. Project is underway and set to be complete in 2021	11 Port Imperial Blvd	
Recreation and Safety Enhancements at Patricia McDowney Field	West New York	The project proposes the installation of two junior-sized multi-purpose synthetic turf fields, sports field lighting, fencing, and a video camera security system. Town is finalizing the ADA compliant design and aims to break ground fall of 2020	JFK Blvd East	https://hudsonreporter.com/2020/02/17/miller-stadium-renovations-begin-as-part-of-parks-plan-in-west-new-york/
Miller Stadium and Park Improvements	West New York	The Town of West New York will enhance the recreational capacity of Miller Stadium by replacing its natural grass surface with a more resilient multi-purpose synthetic turf field, along with accompanying recreational amenities. The synthetic turf surface will be designed to better accommodate the needs of other sports, not limited to baseball (i.e. soccer & football). This project will have significant environmental benefits as water and fertilizer usage will be eliminated. Further, with the turf system set upon a granular base, the opportunity for groundwater recharge will be increased. In addition to new turf, the concrete bleacher structure will be restored in compliance with ADA standards.	5808 Jackson St.	

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Capital Projects - County Wide 1/4

Project Name	Municipality	Description	Address	Source
Holland Tunnel Improvements	Various		Holland Tunnel	https://www.panynj.gov/content/dam/path/station/path-extension-project/documents/CapitalPlan_2017-2026_EiA0hGv.pdf
Bayonne Bridge Improvements-Installation of Agencywide Transportation Management Software	Various		Bayonne Bridge	https://www.panynj.gov/content/dam/path/station/path-extension-project/documents/CapitalPlan_2017-2026_EiA0hGv.pdf
Port Authority Bus Terminal Replacement Program	Various	This program will replace the current PABT with a new facility that will meet future demand.	Port Authority Bus Terminal	https://www.panynj.gov/content/dam/path/station/path-extension-project/documents/CapitalPlan_2017-2026_EiA0hGv.pdf
Newark Liberty International Airport - Terminal A Redevelopment Program	Various	This program will replace the outmoded Terminal A building with a modern facility that meets increasing passenger levels, accommodates larger aircraft and upgrades all supporting infrastructure while providing a configuration whose layout can adapt and expand to allow for unforeseen changes in demand.	Newark Liberty International Airport	https://www.panynj.gov/content/dam/path/station/path-extension-project/documents/CapitalPlan_2017-2026_EiA0hGv.pdf
The Route 7 Wittpenn Bridge project	Various (Jersey City, Kearny)	"The improvements within this project will strengthen access to and between the Newark-Elizabeth Air/Seaport Complex, intermodal rail facilities, trucking and warehousing/transfer facilities, and the regional surface transportation system. These facilities and their access routes are the front door to global and domestic commerce for New Jersey and the greater metropolitan New York region."		https://www.state.nj.us/transportation/commuter/roads/r7/r7wittpenn/

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Capital Projects - County Wide 2/4

Project Name	Municipality	Description	Address	Source
The Hudson Tunnel Project	Various (North Bergen, Union City, Weehawken)	The Project is intended to preserve the current functionality of the Northeast Corridor's (NEC) Hudson River rail crossing between New Jersey and New York and strengthen the resiliency of the NEC.		http://www.hudsonstunnelproject.com/
NJ TRANSITGRID TRACTION POWER SYSTEM	Various	Proposed microgrid to provide limited electrical service to critical NJ TRANSIT (Morris & Essex, Main Line, & Hudson-Bergen Light Rail) & AMTRAK (Northeast Corridor) services. Proposed project includes construction of a natural gas-fired power plant on undeveloped land in the Koppers Coke Redevelopment Area in Kearny, a new solar facility, and new electrical lines and substations (substations in Kearny & Hoboken). Under separate contract, new Henderson St substation to be constructed at Hoboken/Jersey City border. Final Environmental Impact Statement was published in April 2020. The NJ TRANSITGRID program also includes a separate project, DISTRIBUTED GENERATION SOLUTIONS, that aims to provide resilient power to NJ TRANSIT infrastructure through various technologies.	Main facility (natural gas-fired plant) along Morris & Essex line in Kearny. Proposed substations in Kearny along Morris & Essex Line and on southwest border of Hoboken.	Resilient Northeastern NJ
Lincoln Tunnel Helix Replacement Program	Various	Projects required to renew and maintain assets in a state of good repair and ensure efficient, safe, and secure operations.	Lincoln Tunnel	https://www.panynj.gov/content/dam/path/station/path-extension-project/documents/CapitalPlan_2017-2026_EiAOhGv.pdf

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Capital Projects - County Wide 3/4

Project Name	Municipality	Description	Address	Source
River Road Service Area Leak Detection Program	Various	To minimize effects of inflow and infiltration, the North Hudson Sewerage Authority has utilized flow monitoring and closed circuit television inspections to identify infiltration into the collection system originating from water main leaks. This can in turn decrease volume that may infiltrate into the collection system and allow for more CSO flow to the WWTP. As part of this process, the Authority has conducted quarterly meetings with Suez Water to isolate and repair these leaks and as a result, the program reduced influent rates to the River Road WWTP from 11 mgd to under 8 mg.		https://www.nj.gov/dep/dwg/pdf/CSO_LTCP_NHSA_River_Road.pdf
Sewer Cleaning and Linings	Various	As part of the Authority's Operation and Maintenance Plan, efforts have been ongoing towards cleaning and repairing sewers when necessary. In addition to the regularly scheduled cleaning, the Authority has a \$1 million budget set aside per year exclusively for sewer cleanings and linings. Based on known information and as conditions change, sewers are cleaned and lined according to priority as described in the Asset Management Plan. This will continue throughout implementation of the LTCP to supplement the larger projects planned. These efforts are all in addition to the regularly scheduled cleanings conducted on an ongoing basis.		https://www.nj.gov/dep/dwg/pdf/CSO_LTCP_NHSA_River_Road.pdf

Disclaimer: List may be incomplete.

Capital Projects - County Wide 4/4

Project Name	Municipality	Description	Address	Source
Green Infrastructure	Various	Currently there are multiple green infrastructure projects in different phases throughout the River Road service area. These projects are in response to help manage the increasing intensity and frequency of severe weather which contributes to CSOs. The strategies include increasing the service areas infiltration, detention and retention of stormwater before entering the CSS to avoid potentially overloading the system leading to flooding. Current green infrastructure elements that are either in planning or are already constructed are green infrastructure practices at schools in Union City, practices within the confines of the West New York Parking Authority, and bioswales along Park Avenue. These elements will work in parallel with the LTCP to further control CSOs.		https://www.nj.gov/dep/dwg/pdf/CSO_LTCP_NHSA_River_Road.pdf
Sewer Connection Stormwater Management Requirement	Various	Since 2001, the Authority has required all new sewer connection approval applications to include Stormwater Management. In most cases this resulted in a small stormwater detention system that reduces peak flows into the Authority's combined sewer system during wet weather events. Since the requirement was put into place, there have been over 45 stormwater detention systems installed of various sizes, resulting in over half a million gallons of stormwater storage throughout the system. Since most of these systems were installed before the system characterization was completed, these systems are already accounted for in the baseline characterization. Therefore, they do not count toward the overall CSO reduction discussed in this plan. However, the requirement is still in place, and all new stormwater management systems will further increase the CSO capture throughout the system over time.		https://www.nj.gov/dep/dwg/pdf/CSO_LTCP_NHSA_River_Road.pdf

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Part 1**