

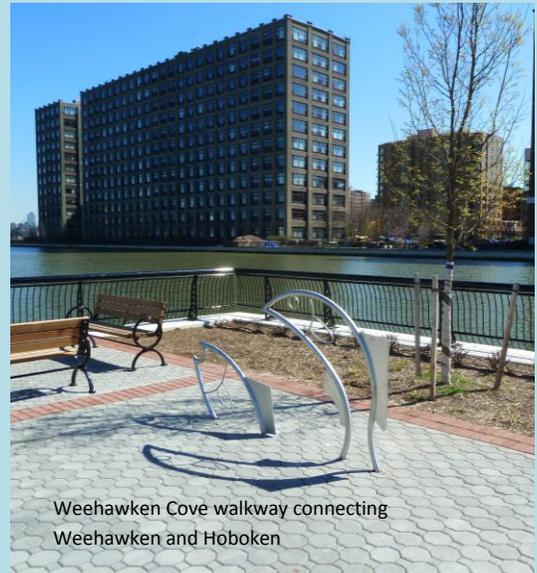
Hudson County Comprehensive Economic Development Strategy 2012 Annual Update



Rendering of Formula One racetrack along the Hudson River



Construction Cranes near the Bayonne Bridge



Weehawken Cove walkway connecting Weehawken and Hoboken

COUNTY EXECUTIVE Hon. Thomas A. DeGise

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Field Station: Dinosaurs in Secaucus

Contributors and Affiliations

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Dan Frohwirth, Jersey City Economic Development Corporation

Johnny Garce, Union City Community Development Agency

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

Alan Lambiase, South Kearny Industrial Association

John Lane, Hudson County Division of Engineering

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Daniela Ciammaruconi, Planning Aide

Mario Tridente, Inspector

Prepared By:

Francesca Giarratana

David Ginsberg

Stuart Z Koperweis

Contents

Contents.....	3
Tables, Graphs, and Maps.....	4
Organization & Management.....	5
Vision Statement.....	6
Hudson County Trends.....	7
Geography.....	7
Population.....	8
Unemployment.....	11
Employment by Industry.....	13
Economic and Employment Clusters.....	14
Income and Housing.....	20
Commuting Trends.....	21
Action Plan by Municipality or Agency.....	23
Key Economic Development Projects.....	51
Goals.....	68
Strategies.....	69
Objectives.....	73
Top Three Infrastructure Priorities for Each Municipality.....	77
Performance Measurements.....	81
Chart 1: CEDS Requirements.....	81
Hudson County CEDS Goals.....	84

Legend: Gray Highlight = Updated for 2012 CEDS Annual Update

Tables, Graphs, and Maps

1. Tables

- 1.1 **"Hudson County Municipality Demographic Data"** (page 10) *Source: 2010 Census*
- 1.2 **"2011 Annual Average Unemployment Rate Estimates by Hudson County Municipality"** (page 13) *Source: NJ Department of Labor and Workforce Development, Labor Planning and Analysis; Prepared March 30, 2012*
- 1.3 **"Payroll employment in Bergen-Hudson-Passaic by major industry sector (in thousands)"** (page 14)
Source: U.S. Bureau of Labor Statistics
- 1.4 **"Poverty Indicators based on ACS 2008-2010 3-year Estimates"** (page 22) *Source: 2010 Census*
- 1.5 **"Gross Rent as Percentage of Household Income (GRAPI)"** (page 22) *Source: 2008-2010 ACS 3-year Estimates*

2. Graphs

- 2.1 **"Hudson County Municipality Population"** (Page 9) *Source: 2000 & 2010 Census Data*
- 2.2 **"2010 Population Comparison and Diversity Index for the United States, New Jersey, and Hudson County"** (page 11) *Source: USA Today Diversity Index Data*
- 2.3 **"Educational Attainment for the Population 25 and older"** (page 12) *Source: 2008-2010 ACS 3-year Estimates*
- 2.4 **"Unemployment Rate over 24-month period (June 2010-May 2012)"** (page 13) *Source: 2008-2010 ACS 3-year Estimates*
- 2.5 **"Annual Average Unemployment Rates"** (page 13) *Source: U.S. Bureau of Labor Statistics*
- 2.6 **"Income Statistics for 2008-2010"** (page 21) *Source: 2008-2010 ACS 3-year Estimates*
- 2.7 **"Hudson County Occupancy, 2000 & 2010"*** (page 23) *Source: 2000 Census & 2010 Census*

3. Maps

- 3.1 **"County of Hudson"** (Page 7) *Source: 2010 Census; Created by: David Ginsberg, Hudson County Planning*
- 3.2 **"Percentage of Workers Who Use Public Transit"** (Page 22) *Source: ACS 2005-2010 5 year-estimates; Created by: Francesca Giarratana, Hudson County Planning*
- 3.3 **"Inflow/Outflow"** (page 23) *Source: U.S. Census Bureau, Center for Economic Studies*

Occupation and Economic Cluster Maps (pages 16-21)

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

Addendum A: List of the Major Employers by Municipality

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

Legend: **Gray Shadow** = Updated for 2012 CEDS Annual Update

Organization & Management

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

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

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

Vision Statement

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

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

Hudson County Trends

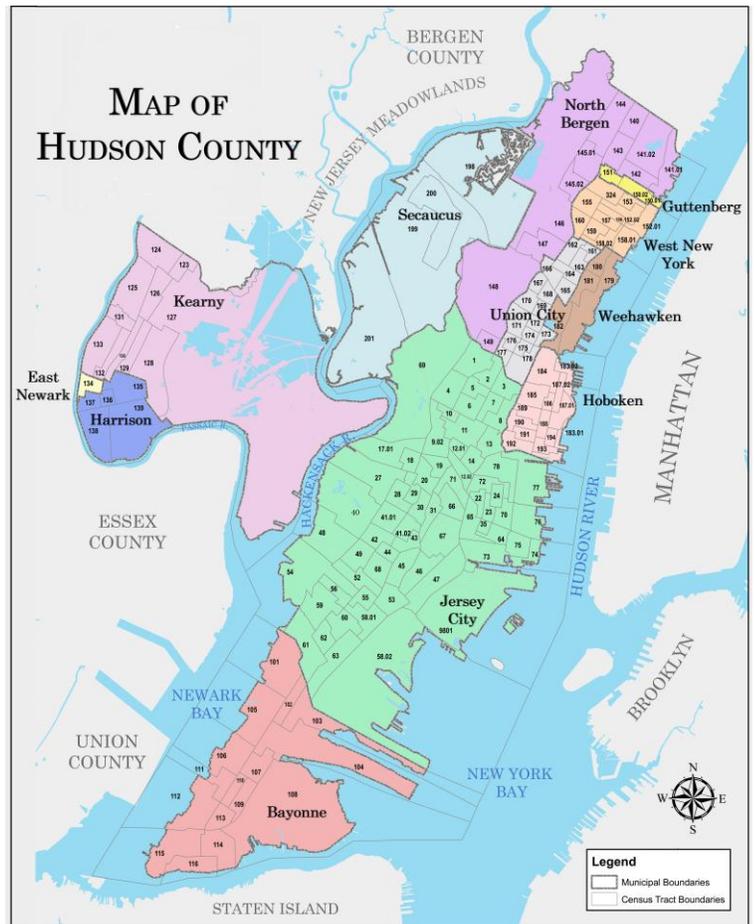
Geography

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

Map 3.1

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

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



¹ US Census Bureau 2008 Estimates

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

³ *ibid*

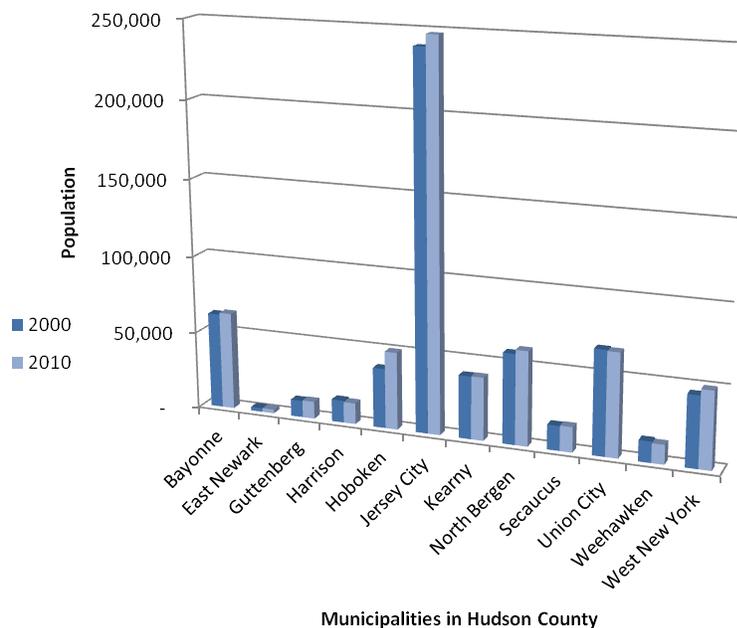
The climate is typical of the Middle Atlantic seaboard, with the winters influenced by cold dry air masses, which have their origin over sub-polar continental regions, and summers affected by warm, humid air masses from sub-tropical regions, modified by their passage over land surfaces. The vegetation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

Population

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

Graph 2.1

Hudson County Municipality Population



according to the 2010 U.S. Census.⁸ This population change was highlighted by a significant increase in the city of Hoboken’s population as it reached 50,005, up 29.6% from 2000. The result of this increasing population size and stable land area is an intensification of the County’s already high density. This trend is expected to continue with the North Jersey Transportation Planning Authority (“NJTPA”) and New York Metropolitan Transportation Council (“NYMTC”) predicting Hudson County’s population will rise to more than 800,000 people by the year 2040.

⁴ The Office of the New Jersey State Climatologist

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

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

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

⁷ NJ Dept. of Labor and Workforce Development

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

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

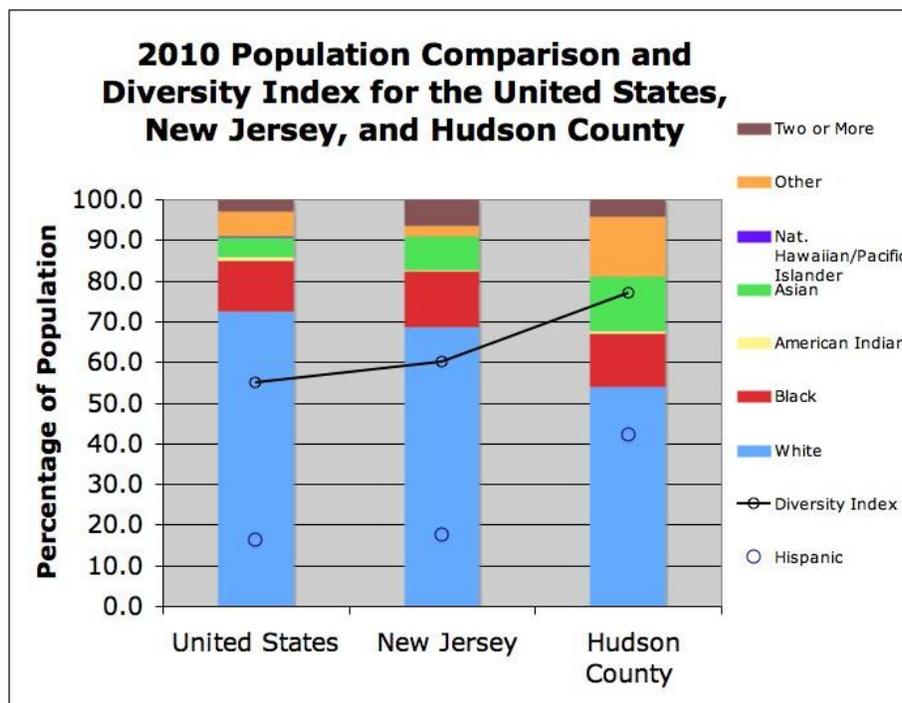
Table 1.1

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

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

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

Graph 2.2



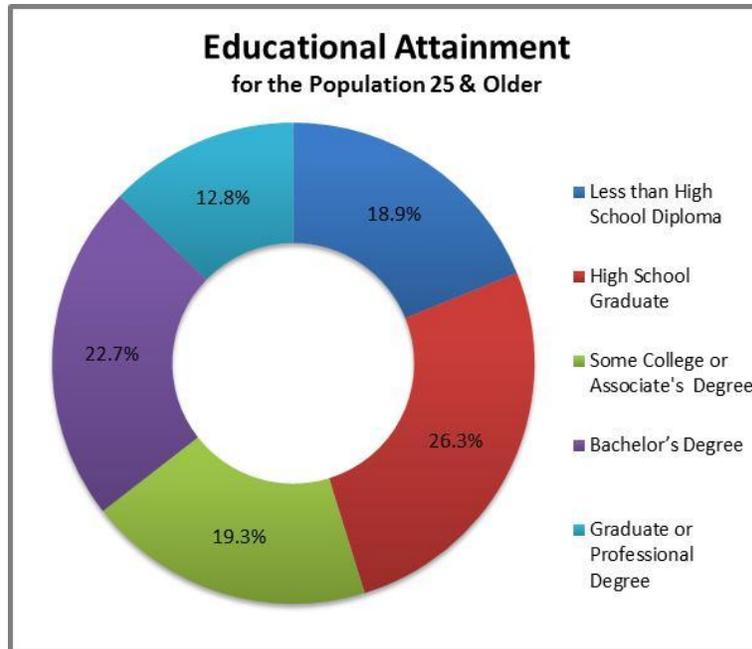
⁹ 2007 American Community Survey

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

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

Educational attainment is extremely varied in the County. There is a wide gap between the population with High School diploma or less and those with a Bachelor's degree or higher. Out of the 434,248 Hudson County residents who are 25 and older, about 80% are high school graduates. However, only about 35% hold a bachelor's degree or higher. This is consistent with national educational attainment levels. The County and the region offer many opportunities for persons to receive job training and higher education. The County should continue to focus energy and efforts on providing career, vocational, and higher education for its residents, especially those with only basic job skills.

Graph 2.3



Unemployment

Hudson County is an eligible jurisdiction of the CEDS Program because it has a significantly higher unemployment rate than the national average. Hudson County's unemployment rate has a long history of being higher than New Jersey's unemployment. This gap still remains amongst the most recent unemployment data. According to the Bureau of Labor Statistics, the annual average unemployment rates for Hudson County, New Jersey, and the United States all decreased at least .3 percent between 2010 and 2011. However, Hudson County's 2011 average rate of 10.8% is above a full percentage point higher than New Jersey's average rate for 2011 and is above a full percentage point than the United States' rate.¹² Based on the estimates within the County, the municipalities reflected varying unemployment outcomes for 2011. While Hoboken's average annual unemployment rate was only 5.0%, Union City's average was 13.2%, which was the highest of the Hudson County municipalities.¹³

¹² US Bureau of Labor Statistics

¹³ Source: NJ Department of Labor and Workforce Development, *Labor Planning and Analysis*; Prepared March 30, 2012

Graph 2.4

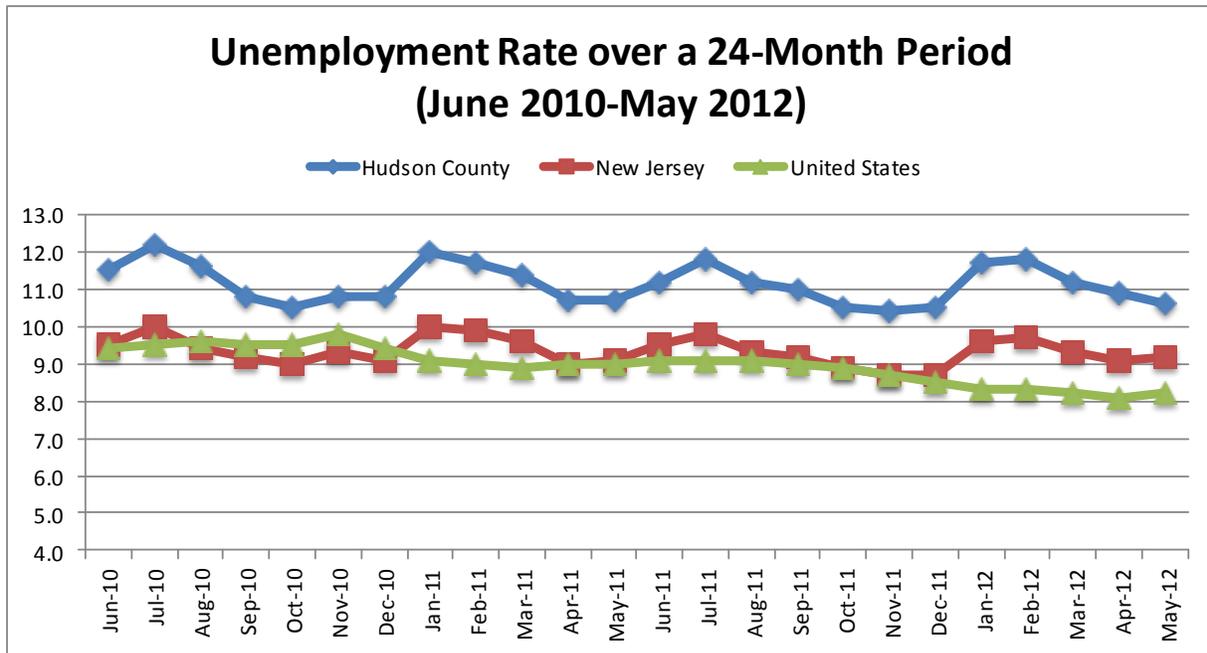


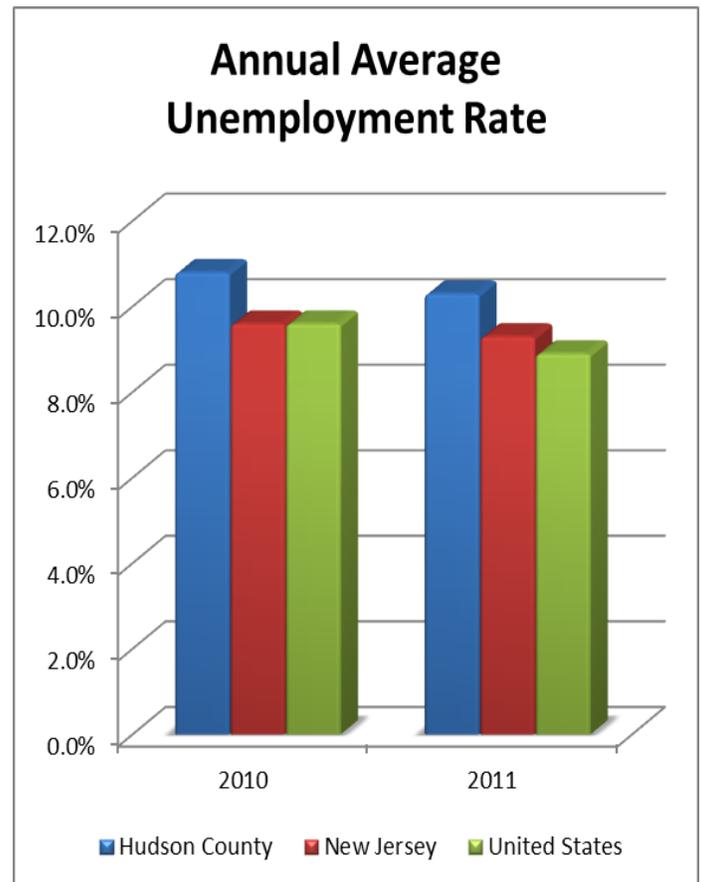
Table 1.2

2011 Annual Average Unemployment Rate Estimates by Hudson County Municipality*	
<u>Municipality</u>	<u>Unemployment Rate</u>
Bayonne	11.1
East Newark	9.7
Guttenberg	10.1
Harrison	11.7
Hoboken	5.0
Jersey City	10.8
Kearny town	11.3
North Bergen	10.7
Secaucus	5.2
Union City	13.2
Weehawken	9.0
West New York	11.4

NOTE: BLS areas (with 25,000 + population) are based on claims share. All others use census share.

** Numbers may not add due to rounding.*

Graph 2.5



Employment by Industry

Hudson County is part of the New Jersey Department of Labor’s Northern New Jersey Region, which includes Hudson, Bergen, and Passaic Counties as a defined Labor Area. The New Jersey Department of Labor & Workforce Development released a report for this region in May 2012. According to NJ Department, “The Bergen-Hudson-Passaic County (BHP) Labor Area recorded an increase of 6,100 jobs or 0.7 percent from the same month a year ago to total 867,700 in March 2012”.¹⁴

To highlight specific industries in the area, the Report noted: “In the Bergen-Hudson-Passaic Labor Area, the largest job gains took place in trade, transportation and utilities (+3,300 or 1.7%) and manufacturing (+2,800 or 4.6%). The greatest loss occurred in government (-3,200 or -2.7%) where most of the contraction occurred in the local government component (-2,900). Information (-600 or -3.2%) and financial activities (-400 or -0.6%) shed a relatively small number of jobs.”

Table 1.3

Payroll employment in Bergen-Hudson-Passaic by major industry sector (in thousands)			
<i>Industry</i>	<i>June 2011</i>	<i>June 2012 (p)</i>	<i>Net Change</i>
Total nonfarm	880.7	888.3	7.6
Mining, logging, and construction	26.5	25.6	-0.9
Manufacturing	61.3	64	2.7
Trade, transportation and utilities	202.9	204.8	1.9
Information	19.4	18.4	-1
Financial activities	71.2	69.5	-1.7
Professional and business services	138.1	142.8	4.7
Education and health services	142.2	142.2	0
Leisure and hospitality	66.6	69.3	2.7
Other services	34.3	35.6	1.3
Government	118.2	116.1	-2.1

*p = preliminary

*Note: Total includes industries not shown separately

Overall in 2011, finance and insurance was the largest of 20 major sectors. It had an average wage per job of \$159,386. Per Capita income grew by 21.5% between 2000 and 2010 (adjusted for inflation). In addition, the Health Care/Social Assistant industry make up 10.7 % of all jobs in the County and the Transportation & Warehousing industry make up about 11.1% of all jobs in the County.

¹⁴ NJ Department of Labor & Workforce Development, Regional Focus: North Jersey.
<http://lwd.dol.state.nj.us/labor/lpa/pub/regfocus/north.pdf>

Economic and Employment Clusters

Hudson County features a diverse economy and is home to major employers (more than 50 employees) in the manufacturing industries, financial services and insurance sectors, accommodations and food services, distribution facilities, corporate headquarters, and communications fields. This industrial diversity is based on the County's close proximity to New York City, multi-modal transportation options, mixed skill labor force, former industrial facilities, and pockets of relatively low cost land. These factors often result in the clustering of businesses in particular geographic locations. The Economic Cluster Maps included below display business (from 50-6000 employees) locations in 10 distinct industries: (1)Arts, Entertainment and Media; (2)Apparel and Textile Manufacturers; (3)Chemical and Plastic Manufacturers; (4) Energy Industries; (5)Information and Technology; (6)Material Manufacturers; (7)Printing and Publishing; (8)Financial Services; (9)Food Manufacturing; and (10)Transportation Logistics. While these maps provide insightful information about the clustering of major employers it is important to remember that businesses under 50 employees, such as restaurants or individuals stores in a mall, are not depicted for on these maps.

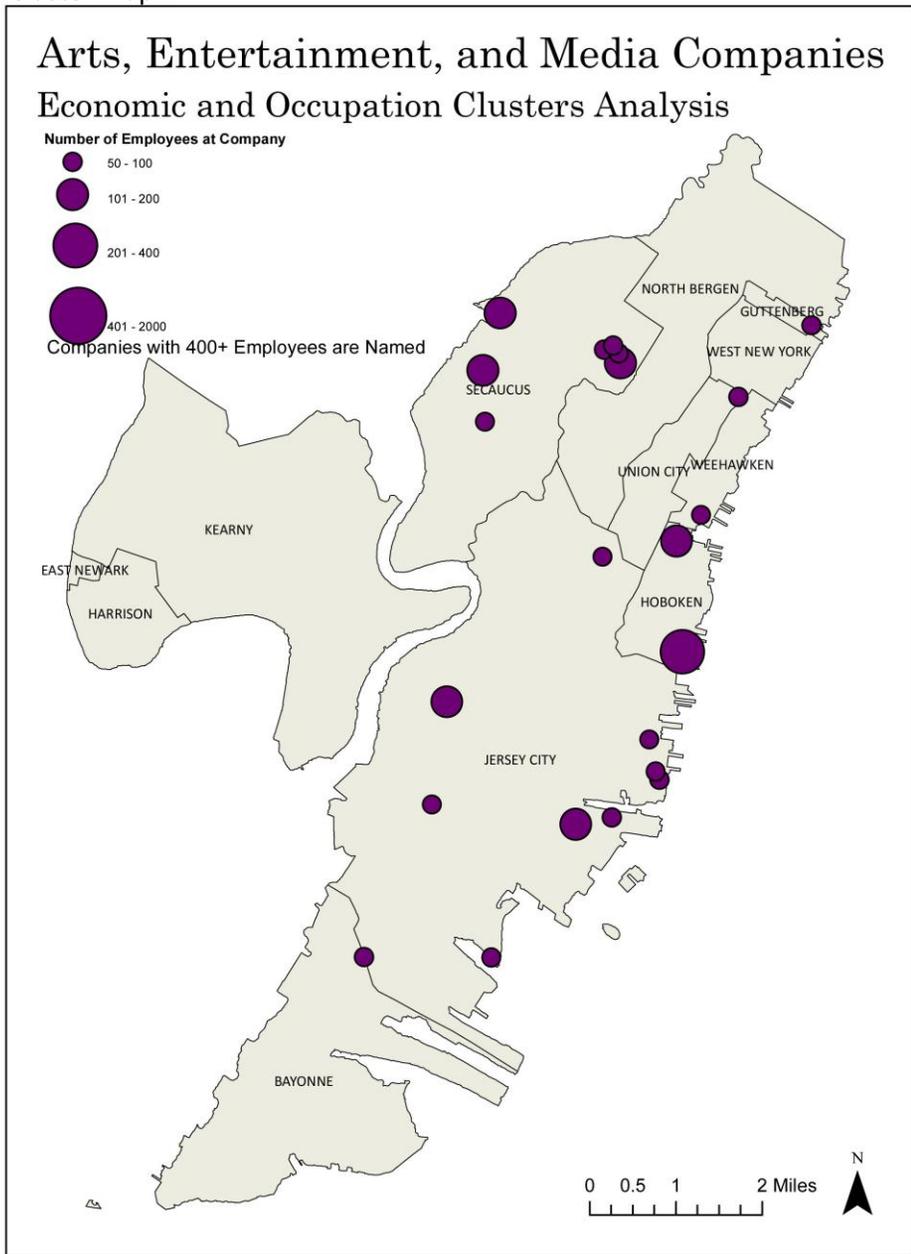
Overall, the largest clustering of major employers occurs at the Jersey City waterfront, Secaucus industrial centers, around the Hoboken transportation center, and throughout Kearny. While Kearny and Secaucus' clusters were generally made of companies that ship products, warehouse goods, or are corporate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

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

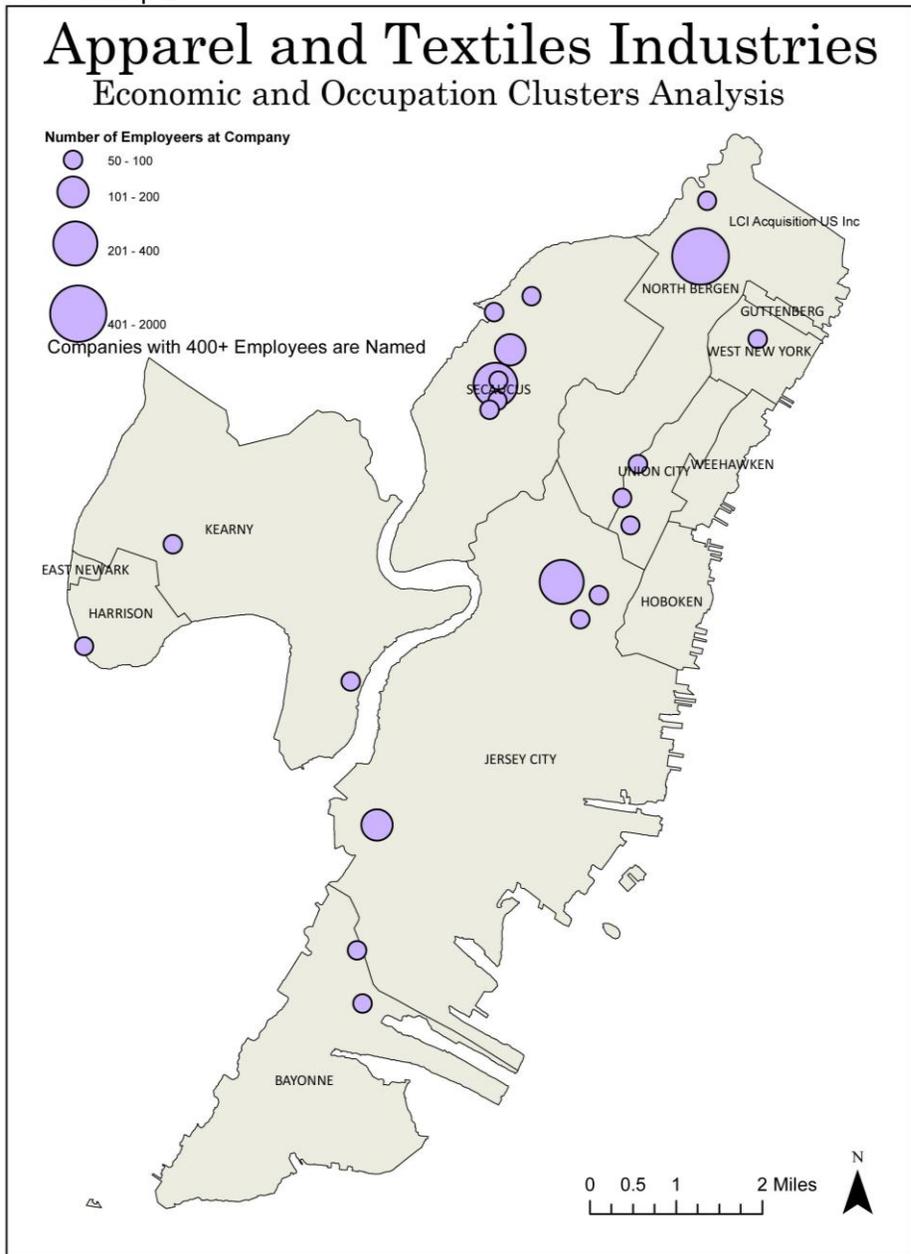
The clustering of major employers in Jersey City along the Hudson River, and to a lesser degree Hoboken, consists of high-skill employment industries (see maps for **Financial Services, Energy Management, and Information and Technology**). These areas feature high-rise buildings in a dense urban environment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

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

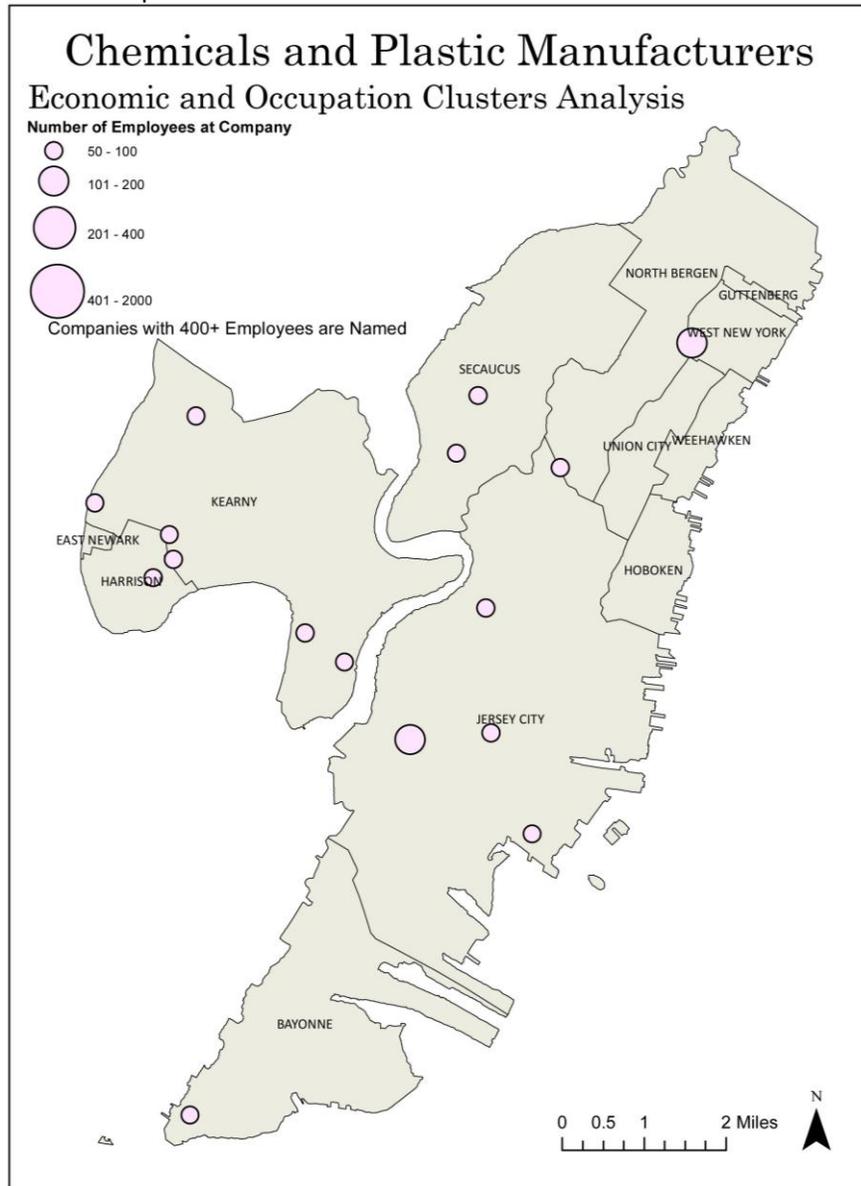
Cluster Map 1



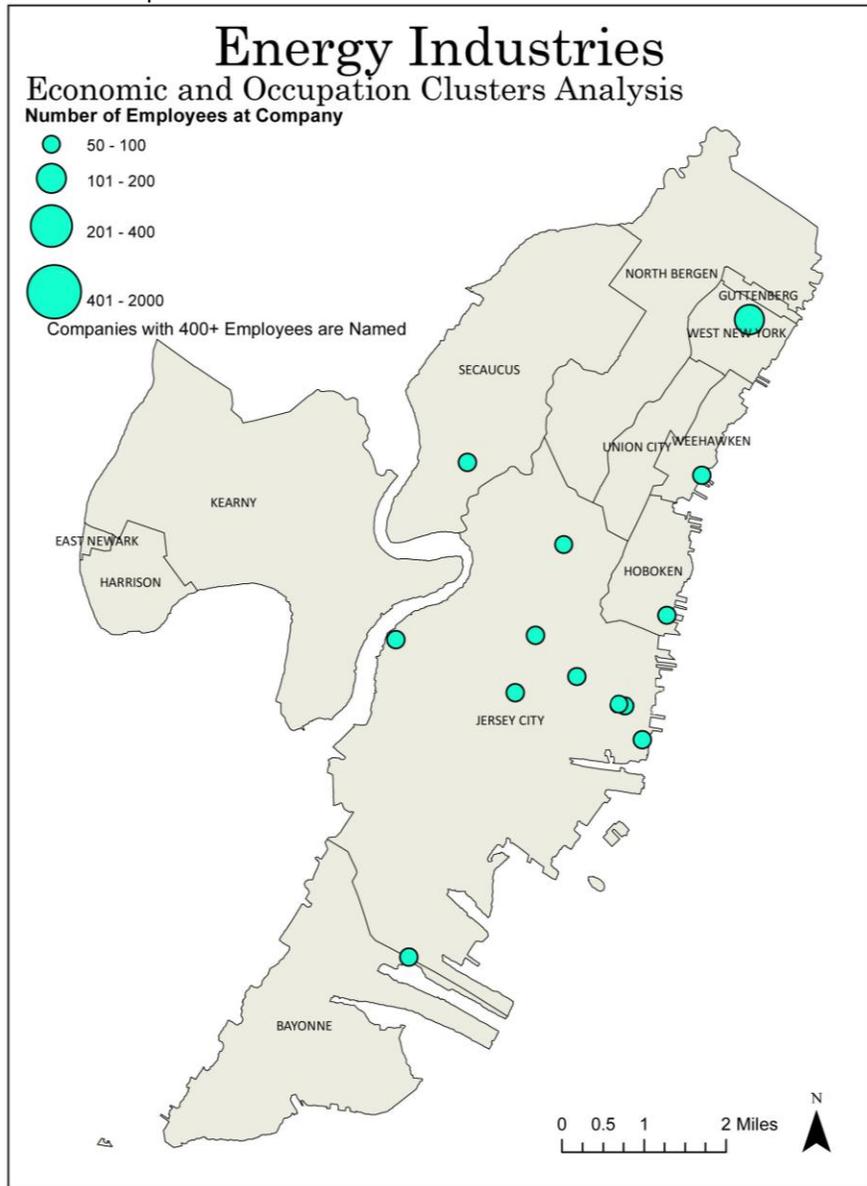
Cluster Map 2



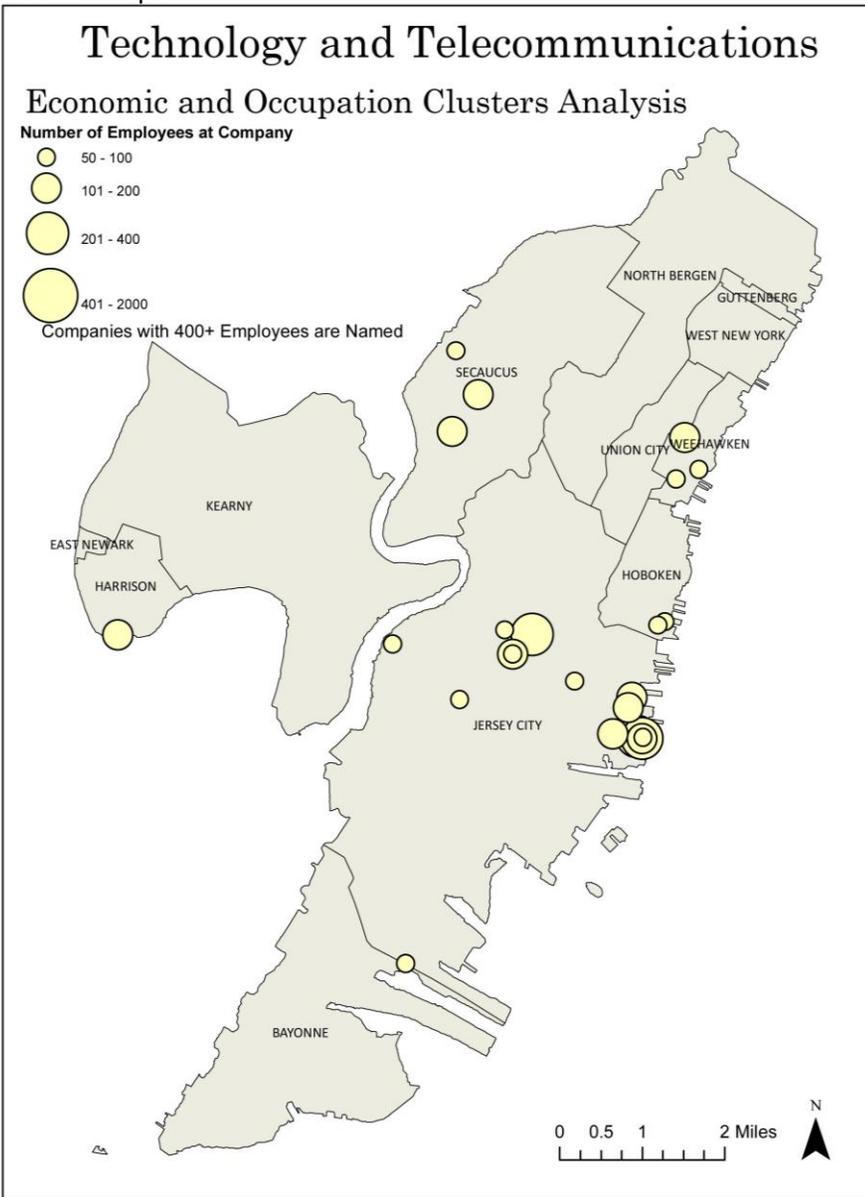
Cluster Map 3



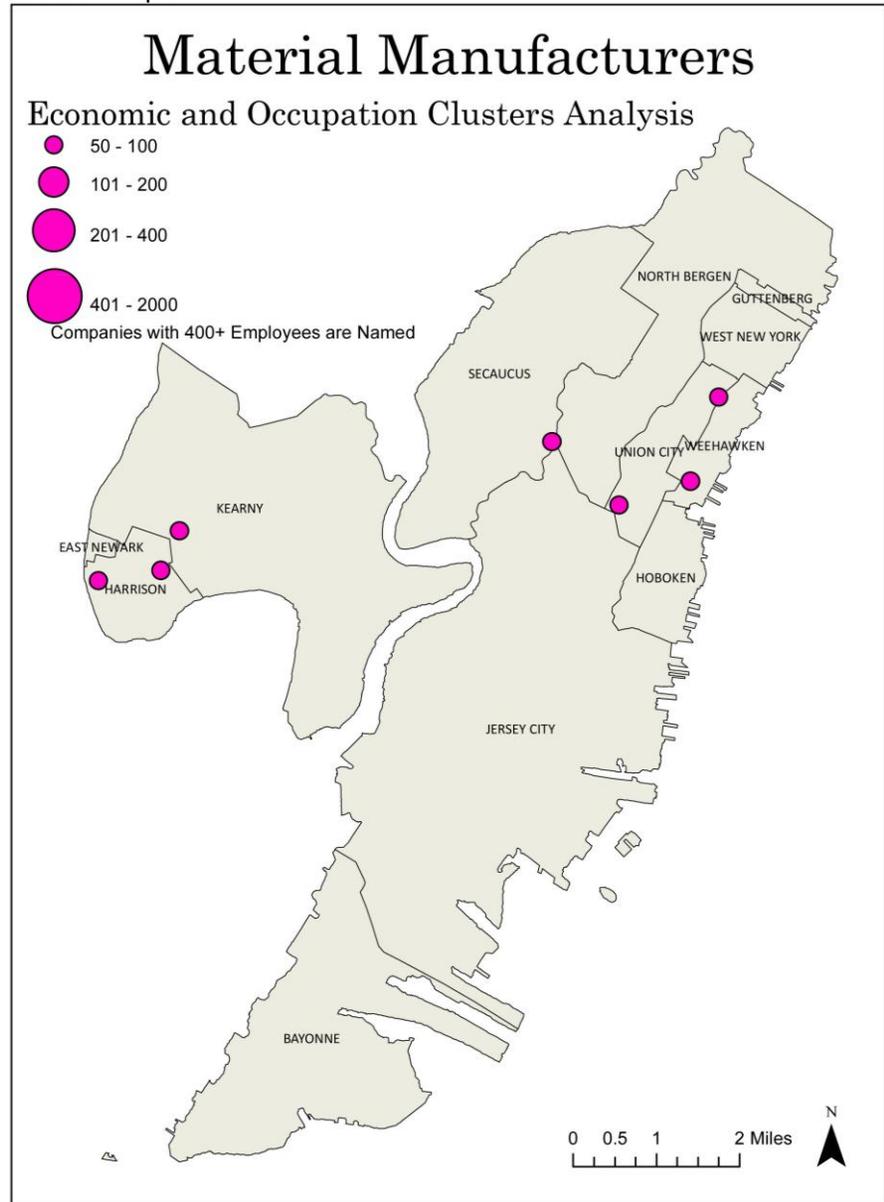
Cluster Map 4



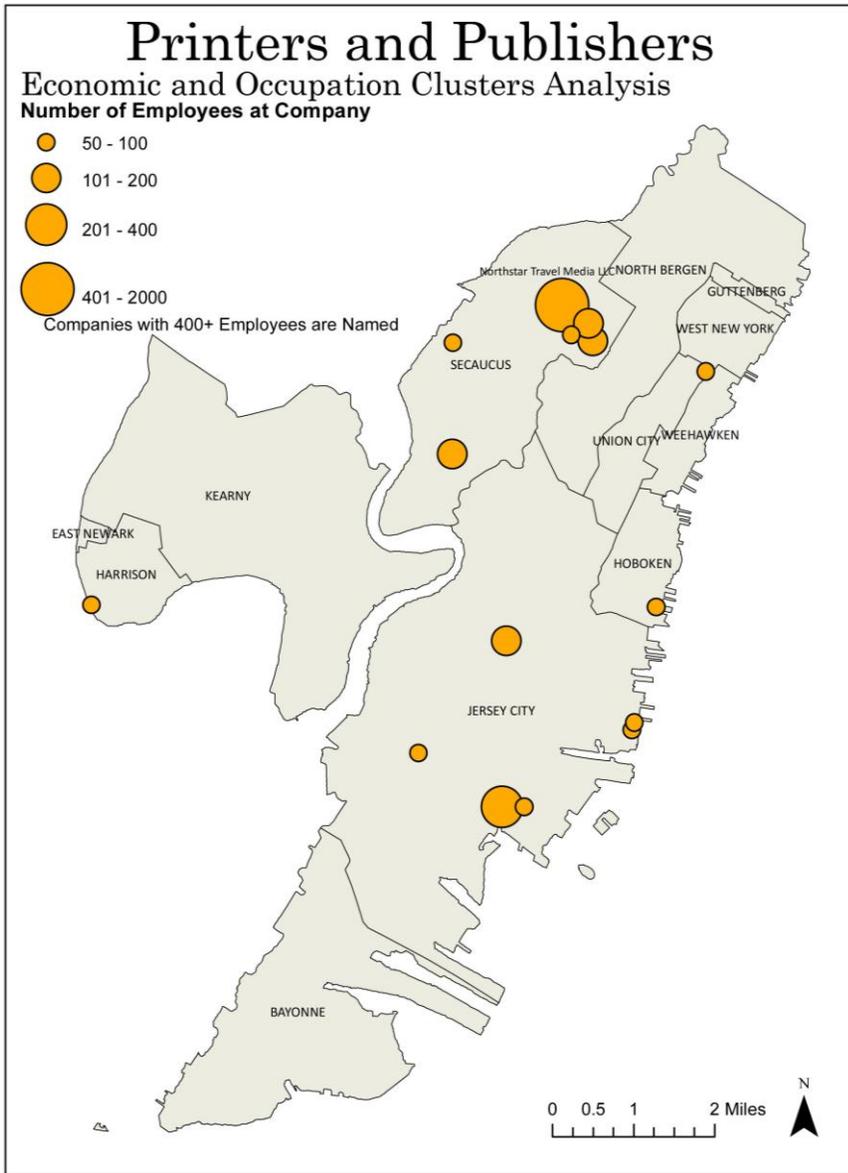
Cluster Map 5



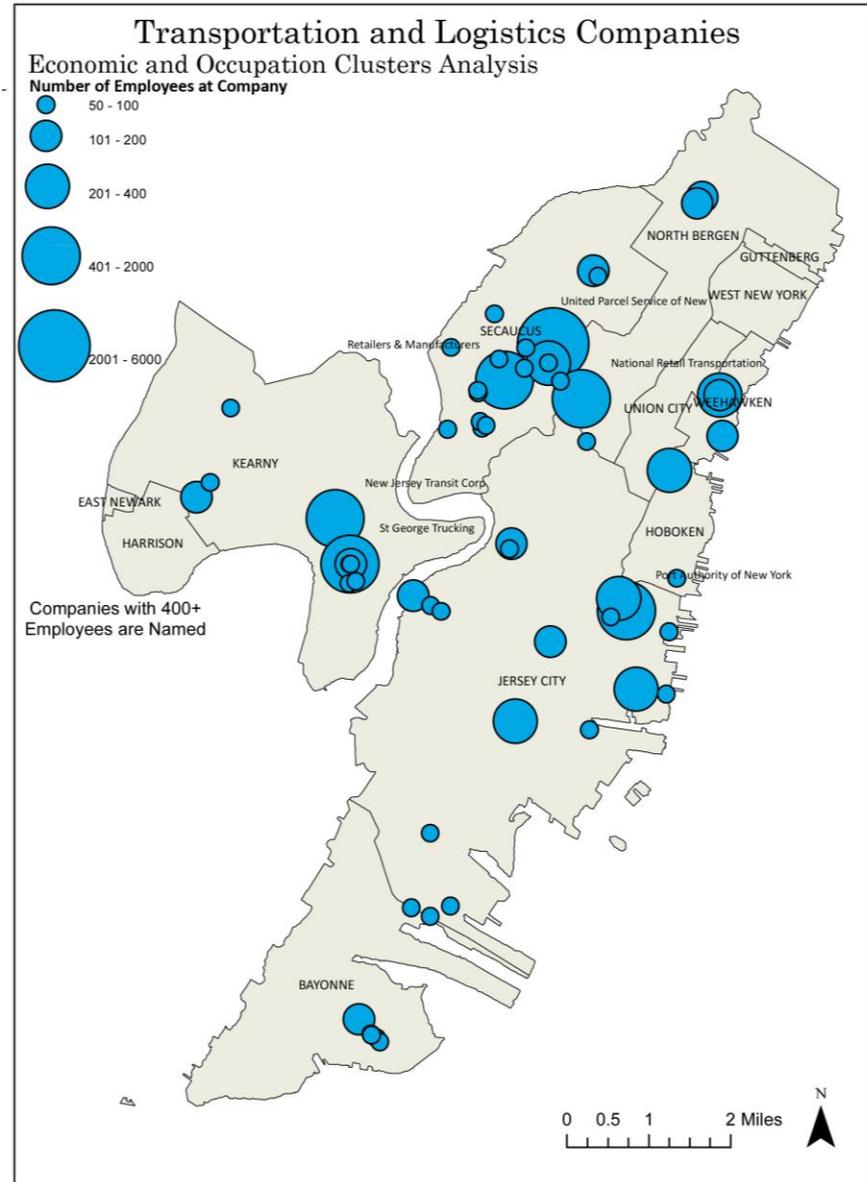
Cluster Map 6



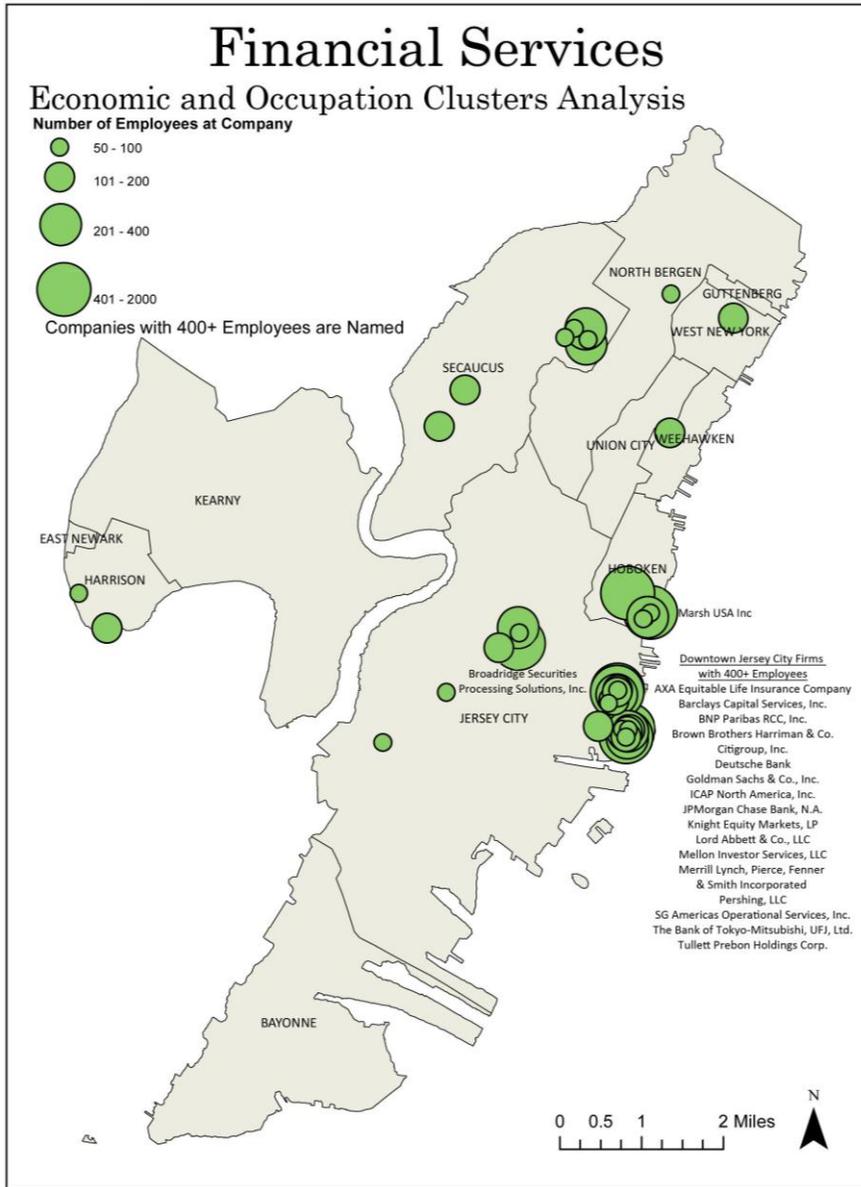
Cluster Map 7



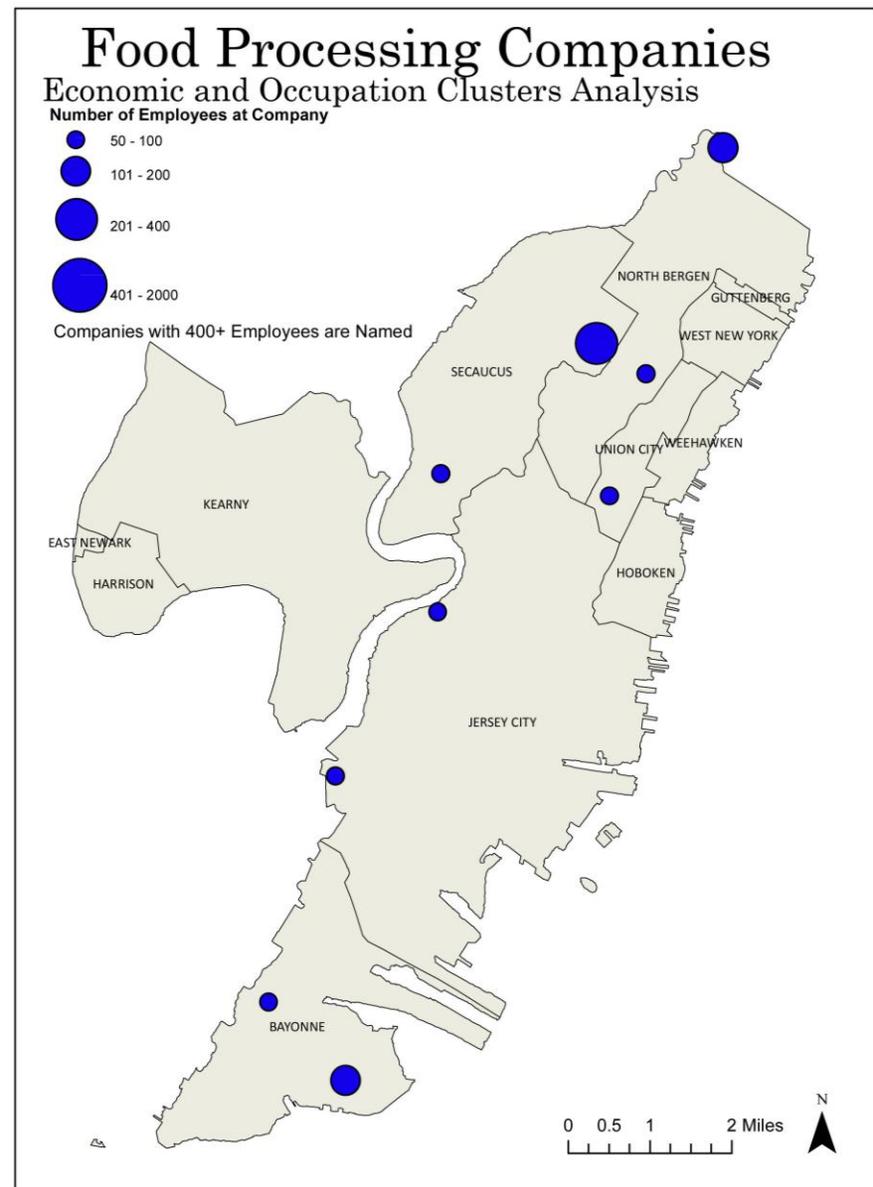
Cluster Map 8



Cluster Map 9



Cluster Map 10



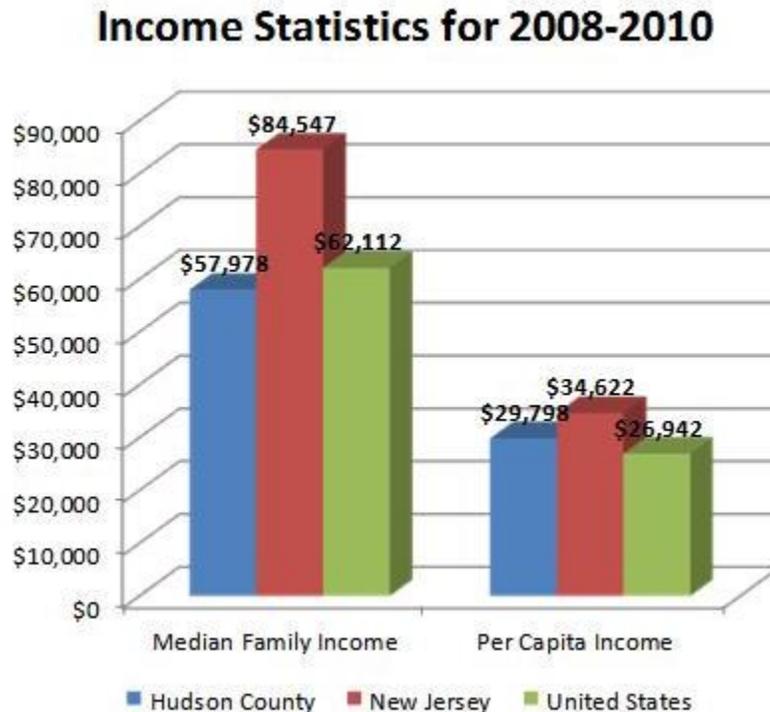
Income and Housing

The 2008-2010 Hudson County median family income figure of \$57,978 is only slightly lower than the 2007-2009 figure of \$58,724. While the 2007-2009 ACS estimate for per capita income was \$31,778, the 2008-2010 per capita estimate for Hudson County has dropped to \$29,798. However, the comparison to the 2007-2009 figures may not be necessarily telling, since the earlier numbers capture statistics that were part of the healthy pre-recession economy.

When compared to the national economic conditions, Hudson County results are mixed. While Hudson County has a significantly higher per capita income than the national per capita income, its median family income is lower the United States' figure. The most striking comparison is between Hudson County and New Jersey in terms of median family income: the County's figure is \$26,569 less than the states average.

According to the ACS 3-year estimates, the poverty issue in Hudson County is worsening, even though County income levels have increased. While the 2007-2009 dataset indicated that 14.6% of all individuals are living below the poverty line, the 2008-2010 estimated percentage of Hudson County individuals living in poverty is 15.5%.¹⁵ According the 2008-2010 estimates, 12.5% of all Hudson County families are living below the poverty threshold, which is two percentage points higher than the national average.

Graph 2.6



¹⁵ Source: ACS figures, 2007-2009 3-year estimates and 2008-2010 3-year estimates

Table 1.4

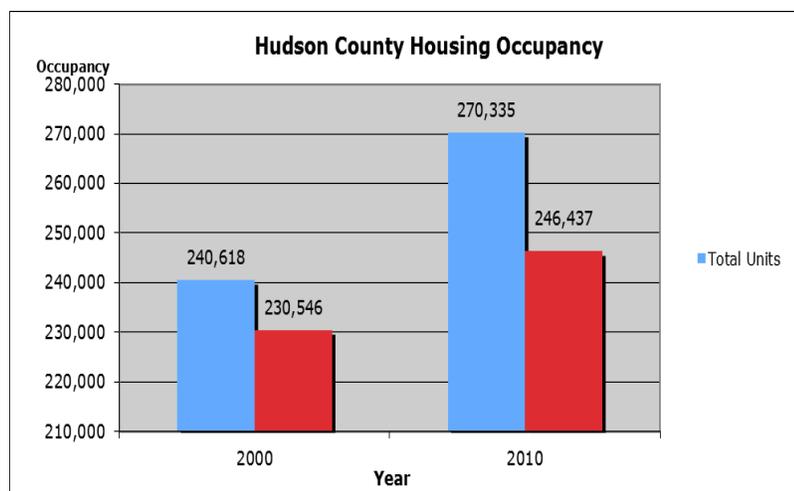
Poverty Indicators based on the 2008-2010 ACS 3-year estimates	United States	Hudson County
All families	10.5%	12.5%
Married couple families	5.1%	5.8%
Families with female householder, no husband present	29.2%	29.3%
All people	14.4%	15.5%

Housing

The release of the 2010 Census data allows the provision of various accurate figures and updated information for housing in Hudson County. The total number of housing units in the County has increased by about 30,000 since the 2000 Census. However, the total number of occupied housing units only increased by about 16,000, resulting in a drop in the housing occupancy rate. Still, Hudson County occupancy rate is still greater than the state and country average. In addition, Hudson County continues to have a major portion of its population that rents rather than owns housing: 67.9% of housing units are renter-occupied.¹⁶

Graph 2.7

The 2008-2010 ACS 3-year estimates for housing statistics reveal noteworthy characteristics of Hudson County residents and its housing stock. The median rent is about \$1,096. Of about 156,000 rented occupied units, approximately 57.7% of these Hudson County residents pay more than \$1,000 in rent per month. Of about 240,000 householder occupied units, approximately 49% moved in 2005, while another 19.3% moved in between 2000-2004. However, out of approximately 270,000 housing units, 48.8% were built prior to 1949.

**Table 1.5**

Gross Rent as a Percentage of Household Income (GRAPI)		
Total occupied units paying rent: 152,952*		
Less than 15.0%	22,491	14.7%
15.0 to 19.9 %	21,463	14.0%
20.0 to 24.9 %	20,699	13.5%
25.0 to 29.9 %	16,463	10.8%
30.0 to 34.9 %	13,392	8.8%
35.0 % or more	58,444	38.2%
*GRAPI calculation could be made.		

As defined by National Low Income Housing Coalition, households paying over 30% of their income on rent is considered to be burdened by housing costs¹⁷. About Out of 152,952 Hudson County households who pay rent, about 47% spend 30% or more of their income on rent.

¹⁶ 2010 Census Data.

¹⁷ "Out of Reach 2012: America's Forgotten housing Crisis" National Low Income Housing Coalition, March 2012

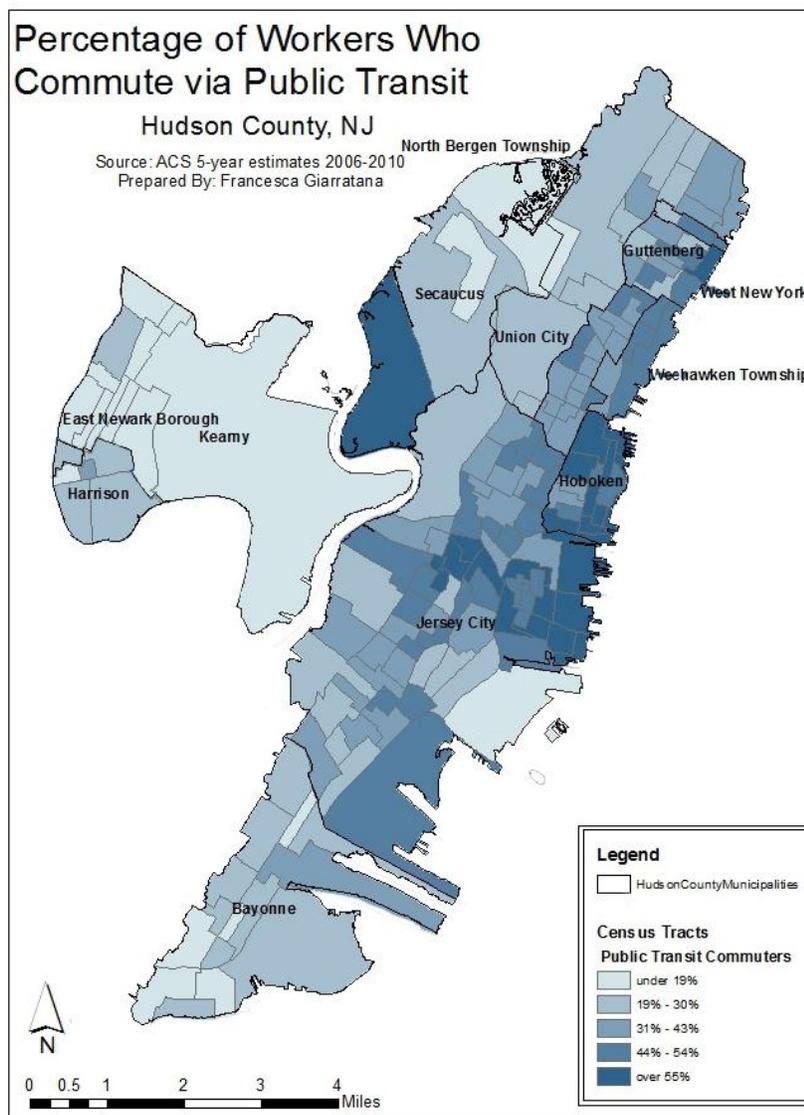
Commuting Trends

Transportation

Hudson County residents exhibit a unique and impressive set of commuting trends in comparison to the rest of the state, as well as the nation. According to 2008-2010 ACS 3-year estimates, 76% of US workers drive to work alone. However, only about 39% of Hudson County workers drive alone. While only 10.8% of NJ residents use public transportation to commute to work, about 39% of Hudson County residents do and another 9% walk to work.

Hudson County's transit network infrastructure of light rail, PATH, ferry, bus, and regional commuter lines certainly foster these trends. In addition, 33.0% of all occupied units do not have an available car, which also sheds lights upon the varied commuting transit options of the County's residents.

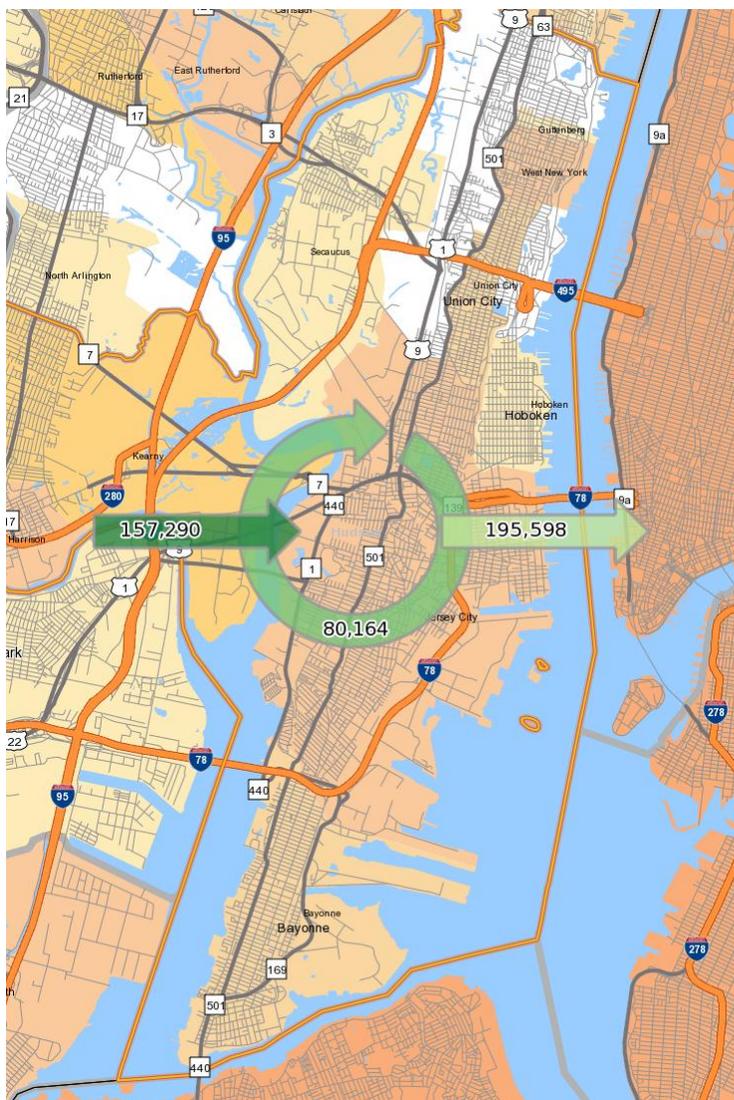
Map 3.2



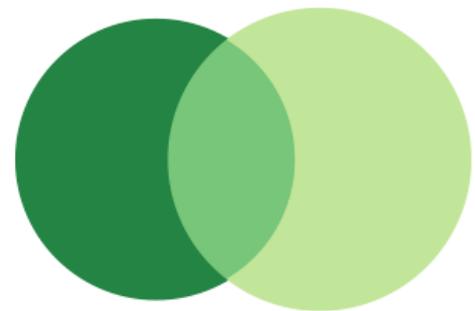
Workers

According to 2010 Census information, only about one-third of Hudson County workers are also residents of the County. More precisely, 66.2% individuals who work in Hudson County live elsewhere. Consequently, there seems to be a significant correlation between residency and income for Hudson County workers. Out of the Hudson County workers who do not reside within the County, 58.9% make more than \$3,333 per month, while only 35.6% of Hudson County workers who are residents make more than \$3,333 per month.¹⁸

Map 3.3



Inflow/Outflow Job Counts in 2010



157,290 - Employed in Selection Area, Live Outside
195,598 - Live in Selection Area, Employed Outside
80,164 - Employed and Live in Selection Area

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

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

¹⁸ Source: U.S.Census Bureau, Center for Economic Studies
2012 CEDS Annual Update

Action Plan by Municipality or Agency

The County of Hudson

In addition to particular developments throughout the municipalities, there have been various recent and upcoming exciting economic opportunities for the County as a whole. Opening Memorial Day weekend of 2012, the Field Station Dinosaurs has become Hudson County's newest and most promising tourist attraction. This 20-acre "Jurassic park", located in Secaucus near the Frank Lautenberg Station, features over 30 life-size animatronic dinosaurs.

In June 2013, the Formula One Grand Prix will be held on a winding course along the Hudson River, spanning from Weehawken to West New York. This major world-wide event will put the international spotlight on Hudson County. Moreover, it is estimated that the event will attract over 100,000 spectators and generate an estimated \$100 million in economic activity.¹⁹

While the New Jersey/ New York region won the host bid in 2010, the anticipation for Super Bowl XLVIII is beginning to mount as planning coordination has begun for the event on February 2, 2014²⁰. Hudson County's strategic position between New York City and the Met-Life stadium will allow for opportunities through various economic channels, especially its service and hospitality industry. Hoboken, Jersey City and Secaucus have been identified as Hudson County's "hospitality zones" for tourists headed to the Meadowlands in 2014 to watch the XLVIII Super Bowl.²¹

The City of Bayonne

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

The redevelopment of the former military base, known as MOTBY, is a major project that addresses local and regional matters. The military base closed in 1999, and in August 2001, the City Council adopted the "Peninsula at Bayonne Harbor Redevelopment Plan" which was amended in 2004 and 2006. The plan will greatly expand housing and employment opportunities in Bayonne and Hudson County. The Port Authority of NY-NJ recently purchased three districts covered by the plan as part of their Long Range Capital Program: the Loft, the Landing, and the Pointe. The "Alexan City View" building on the Peninsula has been commended as the largest LEED certified residential building in New Jersey.

¹⁹Formula 1 NJ: Start your engines! Grand Prix race to be held in West New York, Weehawken" (10/26/11)

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

²⁰"NY/NJ 2014 Super Bowl.XLVIII <http://nynjsuperbowl.com/>

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

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

The plan also promotes the use of mass transit by including two new transit villages tied to the Hudson Bergen Light Rail System and passenger ferry service to Manhattan as well as integration of the Hudson River Walkway Plan into the development. In addition, the redevelopment of the peninsula has also generated a newly renovated docking berth for Royal Caribbean's cruise ship operations and after pending litigations are resolved should also result in PortsAmerica operating its car import/export facility in the Maritime District at the Peninsula²².

In November of 2009 ground was broken for the new Bayonne Crossing shopping mall along Route 440 East. The 30-acre project is a remediated brownfield site and currently has leases signed with Lowe's Home Improvement Center, Wal-Mart and a Sonic Drive-Thru, with additional stores to be added. The mall will generate an anticipated \$1.5-\$2 million in UEZ revenues for the City as well as create approximately 1,200 jobs during construction and 900 retail jobs when it is completed²³.

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

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



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

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

²² Sullivan, Al. "One Small Step for Bayonne" The Hudson Reporter, March 2009.

²³ Rahman, Sarah. "Ground Broken for Bayonne Crossing" The Bayonne Journal. November 5, 2009.

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

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

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

The Port Authority of NY/NJ expects construction for the \$1 billion project to raise Bayonne Bridge to begin in 2013 and be completed by fall of 2015. The agency has pre-qualified five general contractors who will bid on the bridge project. This is a vital infrastructure project in order for Hudson County to remain competitive in global economic markets.²⁴ Agency officials estimate that this project will create 6,300 construction and related jobs, which will provide about \$380 million in wages, over a nearly four-year period.

In 2008 funding was approved for the New Jersey Turnpike Exit 14A replacement project. This was a vital project in order to address operational and capacity deficiencies in the existing plaza. The \$6 million project to extend Pulaski Street to carry truck traffic from Exit 14A on the New Jersey Turnpike Extension to the Maritime Industrial District and the Ports America Terminal on the northern side of the Peninsula was completed in 2009 and the roadway is expected to be open for use in early 2010²⁵.

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



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

²⁴ “Bayonne Bridge project will mean \$380 million in wages, say officials”. August 13, 2012

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

²⁵ Hack, Charles. “Peninsula Roads to Open in January” November 19, 2009.

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

Borough of East Newark

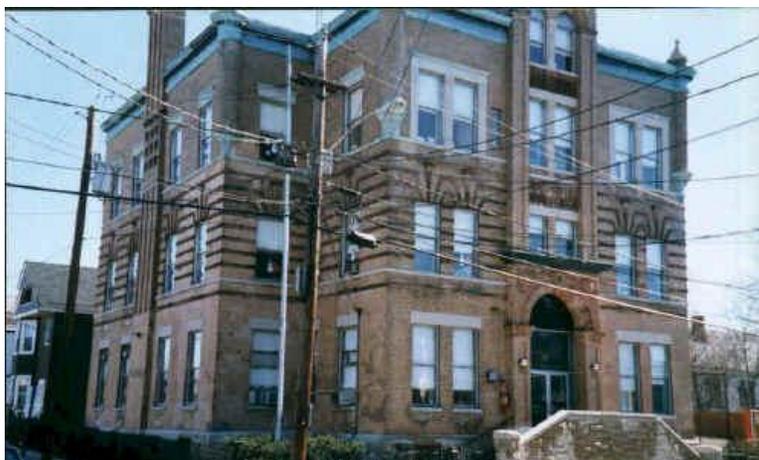
East Newark is the smallest municipality within the County. Over the past forty years, the Borough has evolved away from an industrially based economy leaving the Borough with the vacant Clark Thread Mill building, which comprises one-third of the town's land area. In addition, the local sewer infrastructure is in need of updating and the only school within the Borough is almost at its capacity. East Newark does not have any local transit stops, and a regional cross-municipality approach to train shuttles would help make the area more transit accessible. In order to revitalize the underutilized areas of the town and grow sustainably, East Newark has created a redevelopment plan that addresses three (3) areas in need of rehabilitation. The areas are commonly known as Clark Thread Mill; East Newark Elementary and surrounding lands²⁶; and the Saint Anthony's School and surrounding lands. The plans aim to utilize adaptive re-use to convert the mill and school buildings into mixed-use developments.

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

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

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

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



Caption: East Newark's Public School

The Borough has completed some repaving and repair of sidewalks; however, there are still more repairs that need to be completed. In addition, the Borough needs to replace approximately 11,000 linear feet of water distribution mains, fire hydrants, water services and curb stops. The Borough is seeking funding to be able to complete the remaining sidewalk repairs and to address the necessary upgrades to the water system.

²⁶ <http://www.city-data.com/picfilesc/picc18226.php>

Town of Guttenberg

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

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

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

Town of Harrison

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

The Red Bull Soccer Stadium, with 25,000 seats, opened in April 2010²⁷. The stadium has provided employment for the construction industry during its development, will create employment opportunities for residents while in operation, and will increase the economic activity when events are held.

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

²⁷ Town of Harrison website. www.townofharrison.com/redevelopment.html

modifications to its appearance²⁸. The upgrades include signal replacement, a 10-car platform expansion, and general station improvements to make using the PATH more efficient and safe for riders.



Caption: Artist rendering of the new Harrison PATH Station²⁹

Approximately 275 acres (35 percent of the Town) that includes the area surrounding the PATH station south to the Harrison/Newark border have been designated as a redevelopment zone. Redevelopment plans that are currently on the table include the creation of the “Harrison Commons” and “The Riverbend District”. The “Harrison Commons” will be the area immediately surrounding the PATH station and will include 2,600 residences and 80,000 square feet of office and street-level retail space³⁰. “The Riverbend District” will include over 15 million square feet of mixed-use space which is anticipated to include over 800,000 square feet of retail space, a 350-room hotel, over 1.7 million square feet of office space. The Harrison Port Authority Trans-Hudson (PATH) station is scheduled for additional space, 1,950 residential units and parking accommodations at a 4:1 ratio³¹.



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

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

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

²⁸ “The New Harrison PATH Station” July 10 2009 <http://www.dailyharrison.com/new-harrison-path-station>

²⁹ Source: <http://www.panynj.gov>

³⁰ Applied Development Company. <http://www.appliedco.com/aboutUs/pipeline/harrison.shtml>

³¹ Advance Realty Group. www.riverbenddistrict.com



Caption: Red Bull Stadium in Harrison

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

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

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

City of Hoboken

The City of Hoboken's economy is primarily driven by real estate and the sales & hospitality industries. The city's close proximity to Manhattan and its multi-modal transit options have increased the number of people relocating to Hoboken, which has been a major catalyst for (re)development. The extension of the Hudson-Bergen Light Rail along the city's western and northern border has also spurred interest in residential and mixed-use development in former industrial areas.

The city's main goals are to improve the quality of life for Hoboken residents and visitors and to rehabilitate the city's antiquated and dilapidated infrastructure. Municipal officials would like to make Hoboken a major tourist destination for its vibrant social and cultural scene. Hundreds of bars, restaurants and cafes are already popular among residents and visitors alike. The city is home to hundreds of local artists and has sponsored concerts which have attracted tens-of-thousands of concert-goers.

On August 1, 2012 the British folk rock band Mumford and Sons sold-out Hoboken's Pier A park and played before 15,000 fans. Municipal officials are hoping to make the city an attractive tourist destination to some of the 100,000 travelers who are expected to visit the area for the Port Imperial Formula One race in June 2013, or Super Bowl XLVIII at MetLife Stadium in the New Jersey Meadowlands in February 2014.



Caption: Hoboken's Pier A was already well known as an urban park with spectacular views of New York City, but is now becoming an attractive venue for shows and concerts.

Hoboken's roadway infrastructure is antiquated and in need of major repair as evidenced by the Federal Highway Administration's (FHWA) \$47.5 million in funding to totally rehabilitate the 14th Street viaduct. Originally built in 1908, the viaduct is a "non-redundant, structurally deficient and functionally obsolescent" bridge structure which connects Hoboken with Jersey City, Union City and the Lincoln Tunnel in the Township of Weehawken. Construction is underway and anticipated to be complete in January 2014.

City officials are currently working with the County Engineer to finalize plans to resurface and repair both Observer Highway and Newark Street, two county roadways. Plans and documents have been submitted to the NJ DOT for final review and if approved, the projects will be ready for construction in the spring of 2013. Municipal officials are also planning to update and improve both Washington Street and Frank Sinatra Drive. Washington Street which is lined with restaurants, cafes and shops functions as Hoboken's "Main Street" or "Central Business District". Frank Sinatra Drive, which has scenic vistas of Manhattan and the Hudson River, is an attractive tourist destination. Both streets need to be repaired and upgraded and neither meet state or national guidelines for design, traffic or safety. Unfortunately, the NJ DOT's Municipal Aid Grant Program provides less than \$500,000 annually to the City of Hoboken which is not enough to address a fraction of Hoboken's most pressing roadway repair needs.

As a coastal community, most of Hoboken is within a flood hazard area and subject to severe and repetitive flooding, even during small storm events. In 2010, the North Hudson Sewerage Authority (NHSA) spent \$17.6 million to install a new wet weather pump station and screening facility with two 50 million gallon per day (mgd) pumps. The NHSA received a \$5 million federal grant through the American Recovery and Reinvestment Act (ARRA) and financed the remaining \$12 million. The pumps primarily serve Hoboken's southwest corner which at high tide is normally 24% below sea level and during storm events can be over 90% below the Hudson River.

While a portion of Hoboken's flooding problems have been addressed, the city is still plagued by poor drainage and the presence of combined sewers in other areas. Combined sewer overflows, or "CSOs" occur when sewer lines with both un-treated sanitary sewerage and stormwater are inundated during even small storm events. During storm events, un-treated sewerage either flows unabated into the Hudson River or backs up onto city streets and residential building basements.

Combined sewers are regulated under the Clean Water Act by both the US Environmental Protection Agency (US EPA) and the NJ Department of Environmental Protection (NJ DEP). Instead of building more costly infrastructure like the pump stations, city officials would like to use "green infrastructure" like green roofs, rain gardens, tree pits, cisterns and porous pavers and permeable pavement to reduce stormwater run-off, non-point source pollution and CSO events. This green infrastructure will also "soften" the urban edge of a community, enhance property values and improve the environment.

In September 2011, the New Jersey Economic Development Authority (NJEDA) formally approved an Urban Transit Hub tax credit worth \$82.5 million with text book publisher Pearson Education to construct a \$150 million headquarters along Hoboken's southern waterfront. Pearson plans to occupy 200,000 square feet, or 40 percent of the new office building. The tax credit was tied to the creation of 200 new jobs in New Jersey and relocating 646 existing jobs to Hoboken.

Finally, in April 2012 Stevens Institute of Technology in Hoboken conducted a conference on the "Apps Economy" to spur the high tech industry in New Jersey. Stevens President Dr. Nariman Favardin announced a joint plan between the university and the city to make Hoboken a "technology hub" and a center for technology innovation that will focus on the creation and marketing of applications for Smartphone users. Municipal officials expressed support to build incubators and provide guidance to help startup companies and entrepreneurs compete in the market. Plans for the "tech hub" include physical space, office and technology resources and access to mentors and venture capital financing. Dr. Favardin reported that "hubs will help build a support network between startup companies... to provide mentorship and guidance on how to compete in the technology market, assist with operating costs and ultimately create sustainable job growth in the local economy"³².



Caption: Flooding in Hoboken during Hurricane Irene.

³² LaMarca, 2012

City of Jersey City



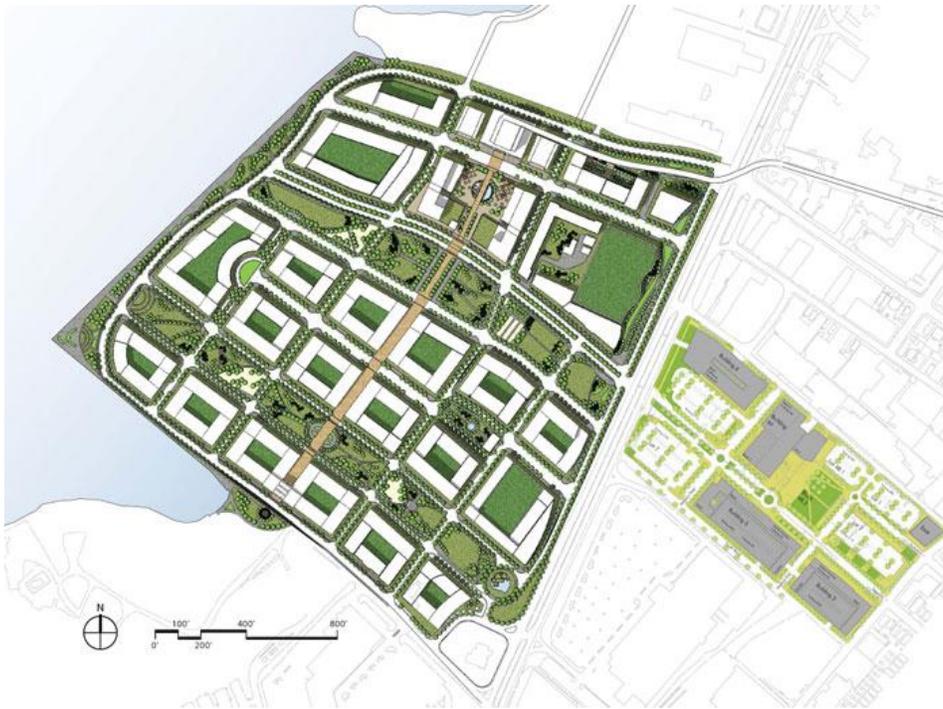
Caption: Jersey City's Downtown Waterfront

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

Over the past few decades, Jersey City has attracted financial firms from New York City and created a new industry cluster in the County. In October 2009, Depository Trust & Clearing Corporation, a company that handled more than \$1.66 quadrillion in securities transactions in 2010, after negotiations with the city agreed to move 1,600 jobs to Jersey City. The company is renovating one of the J.P. Morgan Chase buildings and will begin moving employees in during the first quarter of 2013. However, since Jersey City is now tied to the NYC financial markets, the recession has cost the City jobs and development has slowed. The Newport Associates Development Company has begun marketing "Pier Six", a Build-to-Suit Class A office project with up to 1,250,000 square feet of space on the pier adjacent to the Newport Marina. This will be the first major office construction in Jersey City since 9/11.

The City's developers, in response to the increasing demand for luxury rental apartments, have proposed the construction of towers along the Hudson River waterfront and in Journal Square. Construction is nearly complete on a 20 story building with 155 rental units, 175 parking spaces, & 11,070 square feet of retail in the area north of the Holland tunnel. This project is a response to a redevelopment plan designed to transform this industrial zone into a new vibrant residential and retail neighborhood. To further enhance the desirability of this location, a new stop on the Light Rail system is being designed.

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



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

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

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

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

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

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

The City has a business assistance program, which is administered by the Jersey City Economic Development Corporation. The program includes small business refinancing, microloans and expansion loans as well as technical assistance. In addition, the City provides a variety of job training classes, English language courses, and job placement assistance programs.

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

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

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

The City is also looking into creating more cultural centers for the community. The Powerhouse Arts District is becoming a haven for local artist and the City plans to renovate the Powerhouse building for

use by the public. Also the County and City have funded the Friends of the Loews Theater to help restore and preserve this historic building in Journal Square. The City hopes to create a center that combines transit, arts and recreation, and commerce through redeveloping Journal Square and the PATH station.

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

Town of Kearny

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

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

In November of 2009, Kearny's Passaic Avenue Redevelopment Zone (approximately 77 acres) was designated as a Brownfields Development Area by the NJDEP which qualifies properties for funding of up to \$5 million dollars annually for cleanup of contaminated sites³³. Kearny still has two active Superfund (CERCLA) sites which are still in need of continued remediation efforts.

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

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

In November of 2009, Kearny was awarded a \$725,000 grant from the Hudson County Open Space Trust Fund. The funds were approved for three separate projects, one of which will be a new field house that will achieve Leadership in Energy and Environmental Design (LEED) Certification³⁴.

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

³³ "Kearny's Passaic Avenue Redevelopment Zone Designated as Brownfields Development Area (BDA)". November 8, 2009. <http://www.kearnynj.org/node/525>

³⁴ "Kearny Awarded \$725,000 from the Hudson County Open Space Trust Fund". November 8, 2009. <http://www.kearnynj.org/node/526>

additional senior housing options, and is considering working with the EDC on additional brownfield redevelopment projects.

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

In 2007, the Town hired the Regional Planning Association (RPA) to conduct a Transit-Oriented Development (TOD) study for a proposed new train station in Kearny. The area in the study consisted of the area surrounding a proposed new rail station at the intersection of Bergen Avenue and the Kingsland branch of NJ Transit's existing rail service. In addition, the Town would seek to create a more sustainable and walkable community around the proposed station. The RPA used stakeholder meetings, a community design workshop, and other public participation meetings to develop a vision plan. A full report of the vision plan was released in the summer of 2009.

Township of North Bergen

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

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

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

Other retail developments underway include the River Road Retail Project. This 20,000 square foot of retail space is designed to complement the residential area along River Road. The project includes a

completed Bank of America that opened in 2011 and a major convenience store and coffee shop that are currently under construction and are expected to open in 2012. It is expected that the project will increase ratables by \$3-4 million.

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

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

Town of Secaucus

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

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

In the summer of 2012, Secaucus became home to Hudson County's newest and most promising tourist location, the Field Station Dinosaurs. This 20-acre "Jurassic park", located in Secaucus near the Frank Lautenberg Station, cost just under \$2 million dollars. The attraction features over 30 life-size animatronic dinosaurs.³⁵

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

³⁵ "Outdoor dinosaur exhibition previewed in Secaucus" (12/11/11)
http://www.nj.com/jjournal-news/index.ssf/2011/12/outdoor_dinosaur_exhibition_pr.html

City of Union City

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

Hudson County has begun construction on the 32nd Street Pedestrian Bridge over JFK Boulevard in Union City & North Bergen. When completed it will provide better and safer pedestrian movement between two retail centers: Columbia Park mall in North Bergen and Kennedy Center in Union City.

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

The City has also had an extensive beautification program of Park Avenue, which has led to the creation of new businesses and increased foot traffic. A new North Hudson campus of Hudson County Community College has been built at the 49th Street light rail station. The City has also received Open Space Trust Fund dollars for the building of a new municipal pool which opened in the summer of 2009. In addition, the City has received Open Space Trust Fund and Green Acres funds for improvements to Washington Park. Also, the City has developed the Michael Leggiero Music Park with Open Space Trust Funds, County CDBG and Green Acres Funds. The Community Development office sees an opportunity to restore the Park Theater as a center for arts and recreation for the community. The City estimates \$50,000 as the cost of restoring the façade; additional funding would be needed to install an air conditioning system so the theater can operate in the summer. In September 2009 the City also opened a new high school that combined Union Hill and Emerson schools.

Township of Weehawken

Weehawken is bedroom city that is closely tied to the NYC job market. There is very little retail except for a long a few streets and most of the commercial development is along the waterfront. For a small city, Weehawken has a wealth of transit options and access. With both a ferry terminal and light rail station, Weehawken residents can easily get into NYC for work and recreation. Most of the new development in Weehawken is occurring along the waterfront, where land has remained vacant until recently. Despite the economic downturn, Roseland Development has begun the construction of a new hotel next to the Port Imperial ferry terminal and the light rail station. The hotel will feature up to 450 units and a three level parking garage. Roseland Development hopes that a hotel vendor will be signed

up within the next year and the management of the garage has yet to be determined. When all projects are completed, there will be a total of 2,873 units of residential housing along the waterfront. The Township plans to build between 20-22 units of senior housing at 4800 Park Avenue.

In August 2012, the developer Lennar Urban, broke ground on a \$50 million condo complex at 1000 Avenue at Port Imperial. The building is part of a 200-acre, \$2 billion community that is taking shape. The complex, scheduled to be completed by the summer of 2014, will contain a total of 74 units, ranging from one to three bedrooms.³⁶

Beyond the waterfront development, the Township has some infrastructure concerns. The Township has begun planned development on Baldwin Avenue near the entrance to the Lincoln Tunnel and it is nearly 50% done at this point. When the work is finished, the improvements will include a widened street and more efficient pedestrian and bike access along Pershing Road. As with other northern County municipalities, a major issue for the Weehawken is the jitney service and the idling and congestion that come with it. Consultants for the NJTPA completed an in-depth analysis on the jitney industry throughout Hudson County in the summer of 2011. The study revealed important information on the industry and operators and produced broad policy recommendations, including regulation. While the implementation of these recommendations is still in the concept phase. Weehawken will benefit from the results of this jitney study.

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

Town of West New York

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

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

The Town has some development projects in the planning phases. One potential plan is to construct a 22-story high-rise apartment building on Park Avenue. Near the HBLRT station, the Town received \$1.4 million from the Port Authority to build a parking facility to service that station. The site still needs to be

³⁶ "Weehawken groundbreaking for million-dollar waterfront condos" August 15, 2012
http://www.nj.com/jjournal-news/index.ssf/2012/08/weehawken_breaking_for_m.html

remediated, though the Town is running out of funds for this project. The current plan is to run a free shuttle service to the light rail station until the parking facility can be completed. The Town is looking for funding to make further improvements to road and parks infrastructure as well as access to multi-modal forms of transit.

Hudson County Economic Development Corporation (HCEDC)

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

In 2009, HCEDC generated over \$150,000.00 in new loans which have produced over 34 new jobs. Since 1994 HCEDC has over 4 million dollars working throughout Hudson County and has contributed to the creation of over 600 jobs. Sixty-four percent of the loans that were produced were awarded to minority and women owned businesses. For every \$35,000 received a job must be created or retained for low moderate income individuals. HCEDC has four major financial institutional partners that have contributed to the success of their loan programs. HCEDC works in conjunction with the New Jersey Economic Development Authority to provide business loans up to \$1,000,000 and bonding up to \$10,000,000 for eligible businesses. Additionally, HCEDC's Business Financial and Economic Outreach Program offers educational workshops and seminars to assist small businesses and entrepreneurs with business development and financing opportunities throughout Hudson County. Over the last five years, HCEDC has hosted forty events.

HCEDC's Business Loan Program assists Hudson County businesses that are established but unable to obtain conventional financing. The program offers below market rate funding up to \$100,000. The interest rate is blended to the Prime Rate. Loan proceeds can be used for working capital, the purchase of machinery or equipment and the purchase or renovation of property in Hudson County. The Micro Loan Program provides up to \$25,000 direct funding to small businesses comprised of five or fewer employees. Loan terms vary depending on purpose of loan. Eligible uses include purchase of equipment and machinery, purchase supplies and inventory, façade improvements and expansion or renovation of commercial real estate.

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

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

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

The HCEDC also competed for and was awarded a Brownfields Development Area (BDA) Grant from the New Jersey Department of Environmental Protection to help Harrison obtain an additional \$2 million dollars of Hazardous Discharge Site Remediation Funds (HDSRF). This was for assessment and remediation activities, to expedite the permit process and provide a single point of contact with the New Jersey Department of Environmental Protection. The BDA has been instrumental in the redevelopment of two hundred and fifty acres of prime waterfront real estate. The site is being developed into a vibrant mixed use, transit and pedestrian orientated location. The plan includes residential housing, commercial and retail business, and various entertainment venues. Site Selection is key to the economic vitality of Hudson County. HCEDC assist companies looking to relocate or move within the County with Site Selection expertise. This grant has contributed \$10 million dollars in clean up funding to the Redevelopment projects in the area so far.

Hudson County Improvement Authority

The Hudson County Improvement Authority (HCIA) is an autonomous public agency with broad responsibilities in solid waste & recycling management, public finance, economic development, brownfield redevelopment, renewable energy initiatives and transportation management throughout Hudson County.

The HCIA owns and manages facilities throughout the County, and has the authority to issue bonds to assist municipalities and support selected projects. In January, 2010, the HCIA completed construction of a 1,460-space parking structure adjacent to the Harrison PATH station serving as a park and ride for the PATH rail system, as event parking for the new Red Bull Stadium, and as parking for residents and visitors of the new mixed use development in the Harrison Redevelopment area. The HCIA is now placing a 700 kw photovoltaic solar canopy on the roof of the parking deck. The project is being privately financed, constructed and maintained at no cost to the HCIA and will provide substantial savings on energy costs during its 15 year life and beyond. In addition, the HCIA has facilitated financing through the New Jersey Environmental Infrastructure Trust (NJEIT) of up to \$30,000,000 toward the infrastructure necessary for the new stadium and surrounding brownfield redevelopment in Harrison.

The Authority is responsible for guiding the redevelopment of the HCIA owned 140 acre brownfield property on the South Kearny peninsula known as the "Kopper's Seaboard" site. The site was long anticipated to be utilized as a new rail yard by NJ Transit to service the ARC Tunnel until that project's recent cancellation. Thereafter, the HCIA issued an RFP in late 2010 for interested parties to redevelop all or part of the property. A significant number of proposals were received, representing a broad range of potential uses. Those proposals are currently under review. The location of the presently vacant property provides development opportunities for a number of uses. The site provides excellent riverfront access and the opportunity for improved highway access. It is adjacent to Route 7 and easily accessible from the New Jersey Turnpike. Adjacent highway improvements to the Wittpenn Bridge and

approaches are planned or presently under construction. Redevelopment of the site will require significantly improved road access, as well as storm water, sanitary sewer and utility infrastructure improvements on and off site. Estimated costs for the infrastructure improvements are approximately \$30,000,000. Those improvements would also benefit the redevelopment of adjacent brownfield sites. "Kopper's Seaboard" is accessible by ship and barge. Improved facilities include the northern dock with a berth in excess of 300 ft. and 34 ft. draft. The southern dock has a recently improved mooring dolphin. Both dock facilities on the Hackensack River are in active use. The Site is presently being remediated pursuant to an Administrative Consent Order and a Remedial Action Work Plan filed with the New Jersey Department of Environmental Protection. The Site is located in an Intermodal B Zone of the New Jersey Meadowlands District.

The Lincoln Park West Project in Jersey City consists of a landfill closure and construction of Hudson County's first 9-hole public golf course along the Hackensack River. The project area is an approximately 90 acre brownfield site located adjacent to the river, at the intersection of Route 1-9 and Duncan Avenue. The Project is being conducted by the HCIA in conjunction with a large scale ecological restoration effort underway by the NJDEP and NOAA through the Natural Resources Damages (NRD) program at a site immediately adjacent to the planned golf course. Approximately 45 acres of the project site contains remnants of an old municipal landfill, no longer in use. The redevelopment of the site consists of the landfill closure and construction of the golf course and associated public walkway. Material being excavated from the adjacent Restoration Project area is being placed on top of the existing landfill at the project site. This area is currently being properly capped, graded, landscaped, and completed with the golf course. A 10-foot-wide public access walkway will be constructed through the restoration area and adjacent to the golf course along the river waterfront. The-Restoration Project is converting more than 31 acres of degraded freshwater wetlands/landfill area into tidal and intertidal high vigor wetlands, and restore tidal flow to a pond that is approximately 10 acres.

The Office of Planning and Energy is coordinating the HCIA's Countywide Solar Initiative with Municipal Governments and Boards of Education to install Photovoltaic Solar panels on selected public buildings throughout Hudson County. Currently, more than sixty different structures representing over 6 megawatts of energy production meet the criteria to be included in the initiative. Solar Panels will be installed on each facility roof and provide low cost energy. The Countywide Initiative takes advantage of the HCIA's leadership and economy of scale to provide the solar installations at no cost to the municipalities as well as long term savings on energy costs at each location.

Other priorities for the HCIA Office of Planning and Energy are coordinating with the Hudson County School of Technology to obtain state educational adequacy approval and help secure funding for the design and construction of a new facility in order to consolidate several programs and locations. The Office is also conducting a traffic study and geotechnical analysis of the area surrounding the County Administration building on Newark Avenue in Jersey City evaluating the feasibility of a new courthouse facility in the vicinity of the "Bergen Arches" and Route 139.

Hudson County: Division of Community Development

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

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

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

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

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

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

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

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

Hudson County Transportation Management Association

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

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

The HTMA is a resource to the general public for transit information and trip planning. Through its website, by phone, or in person while participating in community events and transit fairs; TMA staff members offer all forms of mass transit schedules, maps and timetables as well as individual trip planning. Also, to help resolve specific transportation related issues, the Hudson TMA serves the community as a liaison to all transit agencies.

As gas prices climb, more commuters seek to carpool, but on their own they find the process difficult and are usually unable to find convenient carpool mates. To address this problem, the Hudson TMA provides one-on-one assistance. Also, through a statewide database of over 25,000 commuters, the TMA matches potential carpoolers based on the origin and destination of their commute. Carpool participants immediately benefit from the shared cost of the commute, as well as the TMA incentive program, "Commuter Green Rewards." Currently, more than 2,300 Hudson County residents are registered carpoolers. Over the last six years, the Hudson TMA has assisted in forming nearly 1,000 carpools.

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

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

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

The TMA also helps to establish vanpool programs. Currently, 100 individuals travel to work in Hudson County by vanpool. In addition, the TMA provides subsidies to assist in the formation and sustainability of vanpools.

To mitigate traffic for motorists, drivers are encouraged to subscribe to the Hudson TMA free traffic and construction alert system. Once enrolled, the program sends customized alerts and detour information to subscribers' computers or cell phones in real time.

To further assist in reducing traffic, the TMA provides outreach and information sessions to the community and area businesses prior to major construction events on behalf of the New Jersey Department of Transportation.

The Hudson TMA addresses mass transit connection issues by sponsoring and promoting shuttles within municipalities, which connect residential or business areas to various transit hubs. Provisional "stop-gap" shuttles have also been implemented by the TMA when bus services were temporarily cancelled or rerouted.

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

The HTMA also participates in neighborhood events such as National Night Out, Earth Day, Everything Jersey City, Hoboken Arts Festival, etc. These public events provide a platform for sharing transportation and safety related information and assists in launching community programs such as the NJ Anti-Idling Campaign.

Since bicycling has become a popular mode of choice, the TMA provides free classes which teach individuals how to bike safely in an urban area. The classes not only improve safety, but encourage greater use of bikes, especially for making short trips and local errands.

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

In an effort to improve bicycle safety for children, the Hudson TMA provides an interactive bike safety program which it presents at local grammar schools each spring. To augment the program, the TMA hosts bike rodeos in Hudson County which provide children hands-on safety instruction through eleven

interactive stations and obstacle courses. The TMA supports the concept that when children have greater exposure to cycling, paired with positive experiences, they are more likely to use a bike more often when they become adults.

Through a grant with the NJ Safe Routes to School program, the Hudson TMA assists municipalities in making it a safer journey for children to walk or bike to school. NJ SRTS also sponsors the TMA's "Bike School." Hudson's staff trains physical education teachers in bike education and then loans the school a fleet of bicycles free of charge to be part of the regular gym curriculum.

Each fall, the TMA presents to Hudson County grammar schools the "Walking School Bus" program. It encourages children to walk to school with their family members rather than be dropped off by car. In the spring, Hudson TMA offers schools participation in the Golden Sneaker program that challenges children to walk with family members more often to various destinations rather than be driven by car. These programs not only help reduce emissions but provide early education to children about the health and environmental benefits of walking. For adults, the TMA is currently assisting the municipalities of Hoboken and Jersey City with initiating a Bike Sharing program similar to those in Washington, DC; Boston and New York City.

Through a grant with the New Jersey Division of Highway Traffic Safety, the Hudson TMA works with the senior community of Hudson County to improve pedestrian safety for our senior citizens. Unique to Hudson County, NJHTS funds the TMA's Bike Education for Driver's Ed students. In this program, students learn the bicyclist's perspective and how better to share the road. Other NJHTS programs that the TMA provides to the public address Distracted Driving, Safety Belt Use and the new "Stop and Stay Stopped" law. These programs improve safety for motorists, pedestrians and bicyclists that enhance the quality of life for all Hudson County residents.

Hudson County Workforce Investment Board (WIB)

The Hudson County Workforce Investment Board (WIB) provides planning, policy guidance and oversight over Hudson County's workforce development system which includes two (2) One Stop Career Centers in Jersey City and Union City. The Hudson County WIB has partnered with local universities, community colleges, private schools and community organizations to provide skills training for a wide range of jobs throughout the County. The WIB has not been able to meet demand for its services due to budgetary problems and over 9.5% unemployment rate, and has over 450 people on its waiting list for job training.

Recently, the Hudson County WIB, along with eight counties in North Jersey calling itself "North Jersey Partners", embarked on the "WIRED" Initiative to approach workforce development on a regional scale. The "WIRED" initiative is a useful tool to spur economic development and job growth. The north New Jersey employment market and dense development provide job mobility and employment issues, which can, and should, be addressed regionally.

The Hudson County WIB has worked to promote itself and has worked with local businesses to participate in their programs. It would be beneficial for the WIB and the Chamber of Commerce and Economic Development Agencies to coordinate their efforts to achieve high rates of private business

participation in the WIB's programs and to provide workers with the skills needed to work in Hudson County. In addition, the Hudson County WIB promotes "first hire" agreements in which businesses or projects located in Hudson County planning to benefit from tax abatements or other incentives are required to first seek County residents for employment. The WIB should continue its efforts to partner with the private business community to enhance the skills of the workforce and find employment for County residents.

New Jersey Meadowlands Commission

A large part of Hudson County lies within the wetlands and environmentally sensitive areas of the Meadowlands District. The Meadowlands Commission manages this area as a unique zoning and planning area in the state. The Meadowlands Commission has undertaken several initiatives to help the Meadowlands District become more sustainable and protect the environment. In November 2006, the Commission passed a green building ordinance that would provide expedited permitting, reduced fees, and density bonuses for proposed projects that provided evidence of green building practices.

The Commission also administers a Green Living Program in which it hosts events on different topics to teach residents different ways to live more sustainably. The Commission seeks to promote solar projects in the Meadowlands District, focusing on large warehousing buildings which have thousands of square feet of space for potential rooftop solar energy generation.

The New Jersey Meadowlands Commission recently broke ground on a new solar installation that will transform a closed Commission landfill into a productive solar farm. The NJMC 1A Landfill Solar Project in Kearny will produce up to 3 megawatts of power. Tapping underused resources, including landfills, to produce eco-friendly and low-cost power is an important element of moving the State toward energy independence and sustainability.

The NJMC 1A Landfill Solar Project is a joint effort between the NJMC, the New Jersey Board of Public Utilities, SunDurance Energy and Public Service Electric & Gas Company (PSE&G). The grid-connected solar system will feature 12,506 solar panels mounted on 13 acres atop a 35-acre landfill. SunDurance will build the solar array, and PSE&G will purchase the facility just prior to completion and take over the lease from SunDurance. The utility will then own, operate and maintain the facility as part of its Solar 4 All™ program. Solar panel installation is scheduled to begin this summer, and the solar array is expected to open by the end of 2011.

The Meadowlands Commission has also helped to create three shuttle service lines to employment centers in the area. In addition to creating a mode for people to get to work, these shuttles reduce congestion on the roads and reduce pollution. The Meadowlands Transportation program is currently underfunded, and is still looking for ways to fund further transportation initiatives to bring more services to more areas in the Meadowlands District and surrounding employment centers.

New Jersey Transit (NJ Transit)

NJ Transit provides a number of services to Hudson County. As noted above, Hudson County is home to NJ Transit's Hudson-Bergen Light Rail, Hoboken Terminal, Secaucus Junction, and extensive bus service.

Hudson County's density provides a large market base for transit services. Recent New Jersey legislation, the Urban Transit Hub Tax Credit, incentivizes further density and commercial development in areas with access to heavy and light rail. Hudson County serves to benefit more than any other county in the state from this new legislation.

NJ Transit recently expanded the HBLRT service to 8th Street in Bayonne with the new station opening. In addition, funding has been allocated to study extending the line north into Tenafly in Bergen County. The HBLRT system carries 67,000 passengers daily, and the Bergen extension may add an estimated 24,000 daily riders. The HBLRT has been a tool for fostering economic development, but the system is at capacity. NJ Transit is seeking to provide more service by lengthening platforms for longer trains to handle the growth in demand. A priority expressed by representatives from NJ Transit is the "Y-bypass" near Hoboken Terminal. This intersection of lines is currently inefficient and investment is needed to streamline this intersection.

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

North Jersey Transportation Planning Authority (NJTPA)

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

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

The NJTPA works to improve traffic safety in Hudson County. Through its Local Safety Program and other initiatives, the authority has invested in improved traffic and pedestrian signaling, pedestrian bridges, and bicycle route improvements. The NJTPA has funded a study of the bus system in Hudson County and is looking into Express Bus Lane (XBL) opportunities and priority signaling for bus service. The current

XBL into the Lincoln Tunnel is already at capacity and the region needs to find a solution to improve traffic flow into Manhattan and nearby employment centers.

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

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

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

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

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

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

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

Key Economic Development Projects

Project Name	Municipality	Organization	Description	Funding Source	Time Frame	Status
Peninsula at Bayonne Harbor	Bayonne	Bayonne Local Redevelopment Authority	Plan calls for 6,700 housing units, 1.5 million sf of office space, 345,000 sf of retail, and 50 acres of open space Includes Alexan City View LEED Certified building.	Private Developer	20 years	Plan amended 2008 with Zoning approval to 2038
Bayonne Crossing Shopping Mall	Bayonne	Bayonne Local Redevelopment Authority	30-Acre Mall on Rt 440 has 22 tenants (92% occupation) including a Walmart, Lowe's, Michael's, and Sonic. The property was sold to Inland Diversified Real Estate Trust for \$67.9 million.	Private Developer and Brownfield Remediation	n/a	Opened
Bayonne Energy Center	Bayonne	Bayonne Local Redevelopment Authority	Environmentally advanced gas-fired energy supplier in the Constable Hook industrial area of Bayonne is now supplying 512 megawatts of energy to New York City.	Hess Corporation, Pure Energy Resources, ArcLight Capital Partners	n/a	Opened June 2012
Texaco Site	Bayonne	Bayonne Local Redevelopment Authority	64 acre brownfield site at Bayonne Point slated for 1,300 residential units and 500,000 sf of retail.	Private Developer	6 years	Redevelopment plan approved
Best Foods Site	Bayonne	Bayonne Local Redevelopment Authority	Former Best Foods site, owned by Unilever, closed since 2003 was approved as an area in need of redevelopment.	Private Developer	7 years	Council approved declaration of redevelopment area

Workforce Housing	Bayonne	Bayonne Housing Authority, Reagen Development	40 units at 900 sf affordable and 6 units market rate on Avenue E and 45th Street, received \$900,000 from the Federal Home Loan Bank of New York.	CDBG	1 year	Construction
Sewer System Upgrades	Bayonne	United Water	United Water took over the Bayonne Municipal Utility Authority in a deal for \$150,000,000 for 4 years. A portion of the deal will go towards capital improvements on sewer system.	New Jersey Environmental Infrastructure Trust Fund		Planning Stages
Broadway SID	Bayonne	Special Improvement District	Bayonne UEZ took over Bayonne town center. Plan to refocus 52 block SID to a smaller area that targets parks and entertainment areas.	SID, Local funding, Private funding	5 years	Planning Stages
Bayonne Bridge	Bayonne	Port Authority of NYNJ	\$1 billion project to raise the roadway of the bridge for larger container ships will be completed by 2015. Received a federal grant for \$11.4 million to begin construction.	Port Authority of NY-NJ/ Federal	Due to be completed in 2015	Construction Imminent
Turnpike Exit 14A	Bayonne	Turnpike Authority	Community input being considered to replace the congested turnpike exit.	Turnpike Authority		Planning Stages
Maidenform Affordable Housing	Bayonne	Bayonne Local Redevelopment Authority	First adaptive reuse project in Bayonne; 5-story manufacturing facility will become 99 units of housing, 10,000 sf of commercial, near light rail at E and 17th St.	Private Developer	3 years	Planning Stages

Bus Rapid Transit (BRT) Study	Bayonne/ Jersey City	Hudson County Division of Planning	Locate the necessary corridors and alternate routes where bus transportation is required amongst Bayonne, the Greenville section of Jersey City, and Journal Square	NJTPA, Federal Transit Administration, Federal Highway Administration	1 year	Study Underway
Clark Thread Mill Building	East Newark	Municipal	Plans for 830 residential units, retail space, and a 1500 space garage in the conversion of former manufacturing facility.	Private	9 years	Planning Stages
Clark Thread Mill Historic District	East Newark	Municipal	Conversion of historic district with a footprint 1/3 the land area of municipality, for a school, housing units, and retail space	Private	10 years	Planning Stages
Passaic Avenue Redevelopment	East Newark	Municipal	Plan to redevelop entire waterfront are, which is currently made of vacant industrial building and spaces, including the former BASF Facility.	Private Developer	5 years	Planning Stages
Rt-280 Bridge	East Newark	NJDOT	Repainting of historic bridge.	NJDOT	1 year	In-progress
Firehouse	East Newark	Municipal	Construction of a new firehouse station using environmentally sound methods.	Municipal Funds	3 years	Planning Stages
First Republic Building	East Newark	Municipal	1,000,000 sf former Industrial Complex sold to Alma Realty Corp. for luxury apartments and retail.	Alma Corp.	5 years	Planning Stages
Waterfront Park	Guttenberg/ North Bergen	Joint Municipal Effort	Construction of Waterfront Park along the Hudson River, in conjunction with North Bergen. Funding being secured.	Hudson County Open Space, Green Acres, Municipal	1 year	Under Construction

Recreation Center	Guttenberg	Municipal	Looking to a construct a recreational facility near Kennedy Blvd. East with a projected cost of \$2.2 million.	CDBG, Hudson County Open Space	3 years	Construction Delay
Harrison Path Station	Harrison	Port Authority of NYNJ	Plans to modernize PATH station for \$173 million will feature larger platforms, elevators in compliance with ADA regulations, and architectural modifications to its appearance.	Port Authority of NYNJ	Set for Completion April 2017	Under Construction
Harrison Commons	Harrison	Harrison Redevelopment Agency	Area next to PATH station planning to house 2,300 residential housing units and 80,000 sf of office space, in 4-phase project.	Private Developer	2 years	Phase III Construction
Riverbend District	Harrison	Harrison Redevelopment Agency	District along Passaic River slated for 800,000 sf of retail space, 350 room hotel, and 1.7 million sf of office space.	NJEIT, Local Funds, Advanced Realty Group		Under Construction
Hotel Construction	Harrison	Harrison Redevelopment Agency	Local zoning amended to make way for hotel construction in redevelopment area.	Private Developer	2 years	Planning Phase
I-280 Interchange	Harrison	NJDOT, HCIA	Study showed ramp insufficient for new traffic related to stadium and development projects.	NJDOT	3 years	Planning Phase
Riverfront walkway	Harrison	Municipal, Harrison Redevelopment Authority	Looking to construct park space along Passaic River	Potential Open Space, local funds, private developer	3 years	Planning Phase

Newark Street Improvements	Hoboken	County and Municipality	Rehabilitation of two-block segment of county roadway near Hoboken Terminal from River Street to Washington Street, to make more bicycle and pedestrian friendly through implementation of "Complete Streets" strategies.	Federal Highway Administration and City of Hoboken	1 year	Engineering design plans and environmental documents complete and submitted to NJDOT for review and approval.
Observer Highway / "Boulevard" Rehabilitation	Hoboken	County and Municipality	Rehabilitation and resurfacing of county roadway from Marin Boulevard to Hudson Street, to calm traffic, replace traffic signals, and implement "Complete Streets" strategies including installation of bicycle lanes.	Federal Highway Administration, NJ DOT, County of Hudson and City of Hoboken	1 year	Engineering design plans and environmental documents complete and submitted to NJDOT for review and approval.
Washington Street Rehabilitation and Improvements	Hoboken	Municipality	Washington Street functions as the "Main Street" or "Central Business District" for the City of Hoboken. The roadway which is lined with restaurants, cafes and local businesses is in need of rehabilitation to improve safety, traffic and aesthetics.	City of Hoboken	1 year	Bond ordinance failed to get enough votes for approval by city council.
Frank Sinatra Drive Rehabilitation	Hoboken	Municipality	Frank Sinatra Drive is a waterfront roadway with scenic views of New York City and the Hudson River. It is visited by thousands of tourists every week. The roadway needs to be redesigned to improve safety, ease traffic and accommodate the tens-of-thousands of bicyclists and pedestrians who visit every year.	City of Hoboken	1 year	Bond ordinance failed to get enough votes for approval by city council.

14 Street Viaduct Rehabilitation and reconstruction	Hoboken	Funded by Federal Highway Administration , Overseen by NJ DOT and locally managed by Hudson County Engineer.	Total reconstruction of a 75 year old major arterial bridge structure connecting the City of Hoboken with the City of Jersey City, City of Union City and Weehawken Township near the Lincoln Tunnel.	Federal Highway Administration	3 years	Under Construction
1600 Park Avenue Park/ Hoboken Cove Walkway	Hoboken	Municipality	Phase I of new park includes synthetic surface multi-use playing field, adjacent passive park and various site improvements. Phase II includes boathouse and new waterfront park along Hudson River.	NJDEP Green Acres, HDSRF Brownfield Funds, Hudson County Open Space Trust Fund and City of Hoboken capital cunds	1 year	Phase I Construction Out to Bid Phase II in design
Frank Sinatra Park and Castle Point Walkway Reconstruction	Hoboken	Municipality	Reconstruction of existing Hudson River waterfront park and walkway due to severe damage from coastal forces and infestation of toredo shipworms in wood pilings.	NJDEP Green Acres program, Hudson County Open Space Trust Fund and City of Hoboken capital funds	1 year	Construction bids under review for imminent award
Pier A Park Rehabilitation	Hoboken	Municipality, Port Authority of NY&NJ, Private Developers	Repair of 1700 concrete encased steel 'H' piles due to coastal forces and shifting mudline of Hudson River under pier.	City of Hoboken, Port Authority of NY&NJ, and Private Developers	1 year	Preliminary design complete, looking for sources of additional funding

Southwest Park Acquisition and Construction	Hoboken	County and Municipality	Acquisition of parcels in industrial area to create a new one-acre park for residents of new buildings in adjacent neighborhood.	Hudson County Open Space Trust Fund and City of Hoboken capital funds	1 year	City instituting eminent domain proceedings to purchase surface parking lot from property owner for fair market value
Cognis Henkle property acquisition and remediation	Hoboken	Municipality	Former 6.5 acre chemical plant property being considered for acquisition and remediation to construct new park and recreation facility	City of Hoboken capital funds	3 years	City has hired attorneys, appraisers and environmental engineers to determine property value and clean-up costs
Flooding and drainage improvements through "Green Infrastructure"	Hoboken	North Hudson Sewerage Authority, County of Hudson and City of Hoboken	As a low-lying coastal community, most of Hoboken is within a flood hazard area and subject to severe and repetitive flooding. The community also has antiquated combined sewer overflows (CSO's) which release untreated sewerage during storm events.	Federal Emergency Management Administration, North Hudson Sewerage Authority	10 years	Plans to reduce flooding, stormwater run-off and non-point source pollution being prepared
Jitney Study	Hudson County	NJTPA	In-depth analysis of private bus services in Jersey City, Union City, Weehawken, North Bergen, West New York, and Guttenberg	NJTPA, Federal Funding	Completed	Recommendations being evaluated for further action.

Relocation of Depository Trust and Clearing Corporation	Jersey City	Municipal, State	The international securities company is planning to relocate 2,000 jobs from Manhattan to a renovated JP Morgan Chase Building downtown.	Private funds, Urban Enterprise Zone Grant, Recovery Zone Facility Bonds and Business Employment Incentive Program	0.5 years	Transition commencing 2013
Fidelity Investments opens new regional facility	Jersey City	Municipal, State	This financial firm, which provides investment management, retirement planning, portfolio guidance & brokerage services, invested \$30 million to outfit 185,000 square foot office space in Newport Office Centre 3 for 605 full-time employees.	Private funds, Urban Enterprise Zone Certification, Business Employment Incentive Program	1 year	Opened 2012
Powerhouse Arts District	Jersey City	Jersey City Redevelopment Agency	The Powerhouse Arts District looks to renovate the historic former energy facility as the centerpiece of the live and work arts district.	Private funds, Municipal funds, Historic Preservation Fund	5 years	Planning Phase, Developer designated, Stabilization funded by the UEZ
Journal Square Redevelopment	Jersey City	JC Division of Planning, Port Authority NYNJ, HCIA	Journal Square Redevelopment Plan outlines a vision for the growth of the area up to 2060, centered on its transportation links.	Private funds, municipal funds, state funds	49 years	Planning phase

Bayfront Development	Jersey City	JC Division of Planning, Jersey City Redevelopment Agency	Remediation of former Honeywell brownfield site & construction of a new JCIA/DPW headquarters on the east side of the City will allow for the demolition of current structures & construction of residential, commercial, and open space + new Hudson-Bergen Light Rail Station.	Private Funds, Brownfield Development Grant, Honeywell Remediation, Municipal Funds	40 years	Remediation complete
The Boulevard and Complete Street for Routes 440 and 1&9	Jersey City	Jersey City, New Jersey Dept. of Transportation	Western Waterfront plans for increased multi-modal transportation options, including a West Side extension of the HBLR, and complete street improvements	Department of Transportation, Federal Highway Administration	1 st Phase – 2020; 2 nd Phase - 2035	Study released; Concept Development Phase II will commence in 2013
The Beacon	Jersey City	Municipal, Jersey City Redevelopment Authority	Adaptive reuse conversion of former medical facility into 8 luxury residential towers with park space, retail and amenities, estimated at \$350 million.	Municipal, Metrovest & Building and Land Technology	3 years	2 condo towers completed. First rental tower complete. 2 rental towers and multi-level garages under construction to be completed in 2013.
O' Malley Manor	Jersey City	Jersey City Redevelopment Agency	16 Unit workforce housing development in the Jersey City Heights neighborhood.	Parkview Manor Development	2 year	Approved
Greenville Yard and Lift Bridge	Jersey City/Bayonne	Port Authority of NY NJ	\$80+ million in projects includes the replacement of two transfer bridges with modern hydraulic bridges, new rail tracks, a new barge, and the acquisition of 41.5 acres of yard property.	NJTPA, Port Authority	5 year	Planning Stages

Jersey City Marina	Jersey City	Jersey City Redevelopment Agency	350 slips will be created at Jersey City waterfront to accommodate boats, ensure public access, and stimulate economic development.	Private Developer	5 years	Developer chosen
18 Park	Jersey City	KRE / Ironstate Development	10-story rental residential building in Liberty Harbor North adjacent to the Marin Boulevard Light Rail Station. 422 units, 14,400 square feet of retail space and a 230-space garage + new facility for the Boys & Girls Club.	Private Developer, UEZ Certification, \$42 million through the Urban Transit Hub Tax Credit program	18 months	Under Construction
99 Hudson	Jersey City	Hartz Mountain Industries	2 rental residential towers 1000 units + 35,000 square feet of retail.	Private Developer, UEZ Certification	3 years	Planned
Harborside Residential	Jersey City	Mack Cali Realty Corp. / Ironstate Development	2 rental residential 66-story towers with 1,200 units + retail.	Private Developer, UEZ Certification	2 years	Planned
70 and 90 Columbus	Jersey City	Ironstate Development / Panepinto Properties	2 rental residential 55-story towers with 1,200 units + retail.	Private Developer, UEZ Certification	2 years	Planned

Cast Iron Loft	Jersey City	Manhattan Place Realty	Residential tower - 20 stories along Jersey Avenue & 7 stories along Eighteenth Street. 155 rental units, 175 parking spaces, and 11,070 square feet of ground floor retail.	Private Developer, UEZ Certification	18 months	Will complete 12/2012
The Madox	Jersey City	Fields Development Group	7-story 131 unit rental residential building Paulus Hook with 4,000 square feet of ground-floor retail space. LEED Silver certification from the U.S. Green Building Council.	Private Developer, UEZ Certification	18 months	Completed Summer 2012
Headquarters for the Department of Public Works and the Jersey City Incinerator Authority	Jersey City	Municipal, Jersey City Redevelopment Agency	\$87 million, 150,000-square-foot facility on Linden Avenue East that will replace the two entities' aging Route 440 homes.	Economic Stimulus Funds, Municipal Bonding	2 years	Broke Ground 7/2012
Berry Lane Park	Jersey City	Jersey City Redevelopment Agency	Former brownfield site in Lafayette neighborhood, will be remediated, and turned into a 17-acre public park.	EPA Funds, Hudson County Open Space Trust Fund, Green Acres, Municipal	3 years	Remediation underway
McGinley Square Redevelopment Plan	Jersey City	Jersey City Division of Planning	Redevelopment Plan looks to boost the economic vitality of this commercial area.	Municipal, Private Developers	10 years	Plan Approved
9-Hole Golf Course	Jersey City	Municipal, HCIA	Hudson County's only public golf course is set to open after the remediation of large plot of wetlands along the Hackensack River. Plans include clubhouse and community	ARRA Stimulus, Superfund, NJDEP, NOOA	2 years	Under construction

			center.			
Morris Canal Greenway Plan	Jersey City	Jersey City Division of Planning with the RBA Group	Plan for a future continuous 6-mile bicycle and pedestrian greenway that follows the former path of the Morris Canal.	NJTPA	1 year	Complete Spring 2013
Bus Rapid Transit (BRT) Study	Bayonne/ Jersey City	Hudson County Division of Planning	Locate the necessary corridors and alternate routes where bus transportation is required amongst Bayonne, the Greenville section of Jersey City, and Journal Square	NJTPA, Federal Transit Administration, Federal Highway Administration	1 year	Study underway
Liberty State Park Circulator Cost-Benefit Analysis	Jersey City	City of Jersey City Division of Planning	Study potential public transportation service in and near Liberty State Park. Identify recommendations that enhance the mass transit network to serve current and future park visitors in order to reduce usage of private automobiles.	NJTPA	15 months	Final Report May 2013
Bindi HQ	Kearny	Municipal	Italian dessert-maker relocated headquarters to Kearny and brought 90 jobs to area.	Private Funds	1 year	Construction in progress
Passaic Ave Redevelopment	Kearny	Municipal	Redevelopment plan looks to revitalize road along the Passaic River. Former aluminum bat manufacturing facility has received remediation funding for 20 acres. Developer has been designated.	Brownfield Remediation Grant, Private Developer	3 years	Funding acquired

Schuyler Crossing	Kearny	Municipal	Commercial development including a bank, convenience store, and later 200+ units of residential parking.	Russo Development	3 years	Development approved- Construction in Progress
South Kearny River Terminal Development	Kearny	Municipal	Expansion of 5 million sq. ft. of warehouse and distribution facilities with access by water, road, train and air.	River Terminal Development	2 years	In Progress
Commuter Shuttle Service	Kearny	Hudson TMA	Shuttle service for commuters to Harrison PATH station during peak rush hours to reduce traffic in Kearny and Harrison.	Federal Highway Administration	Completed	In Progress and Successful
Seller's Street Road Reconstruction	Kearny	Municipal	3-Phase repaving of roadways and infrastructure reconstruction in major industrial complex to retain business and create economic growth.	CDBG-R, UEZ	1 year	Phases I-& II Completed Phase III- Construction in Progress
Wal-Mart Expansion	Kearny	Municipal	Expansion into a Super Wal-Mart	Wal-Mart	2 years	Construction in Progress
Dukes Street Pump Station	Kearny	Municipal	Engineering Study has been undertaken to review the design considerations (needs, costs, permits, easements, etc.) for a future pump station at the foot of Dukes Street.	Partial Developer Contributions	3 years	Planning Phase
Koppers & Standard Chlorine Sites	Kearny	Municipal	Superfund Clean-up Site. Pending Redevelopment approval by NJ Meadowlands Commission.	Private Developers	5-10 years	Planning Phase

Wa-Wa	Kearny	Municipal	Construction of a Wa-Wa with a gas station.	Wa-Wa	2 years	In Progress
PSE&G Peaking Units	Kearny	Municipal	PSE&G is constructing five (5) 'Peaking Unit Generators' on their property in South Kearny. These generators are to be used to supplement the power grid during peaks in the usage of power.	PSEG	1 year	Construction in Progress
Passaic Avenue	Kearny	Municipal	Netting chambers put in place and received maintenance. Further water and sewer upgrades needed to spur development of corridor	Private Developers	5-7 years	Planning Phase
Wittpenn Bridge	Kearny	State DOT	Bridge replacement needed to support connection between Kearny and Jersey City along Rt. 7.	State Funds	5-10 years	In Progress
Avalon Bay	North Bergen	Private Developer	164 unit residential development with 17,000 square feet of retail space valued at \$50,000,000 being constructed	Private Funds	6 months	Apartments for Rent with continued construction
7601 River Rd	North Bergen	Private Developer	300 units of residential housing planned along River Road with an estimated cost of \$210,000,000	Private Funds	3 years	Approved by North Bergen Planning Board
Westchester Lace	North Bergen	Private Developer	150 residential units at former apparel and textile production facility.	Private Funds	3 years	Approved by North Bergen Planning Board

Church Hill Estates	North Bergen	Private Developer	56 additional units of residential condominiums in a tower adjacent to the existing townhomes portion of the development.	Private Developer	1 year	Townhomes for sale with tower portion approved by North Bergen
Century Land Group	North Bergen	Private Developer	128 units of residential housing with a projected cost of \$38,400,000 approved by municipal planning board.	Private Developer	1 year	Approved by North Bergen
32 nd Street/ JFK Boulevard Pedestrian Overpass	North Bergen/ Union City	Hudson County	The County will be constructing a pedestrian overpass at 32 nd Street which will allow for safe and convenient walking and biking access over JFK Blvd.	NJTPA, Federal Funding	2 years	In Construction
Xchange at Secaucus Junction	Secaucus	Secaucus, NJ Meadowlands Commission	2 locations of 2,000 residential units & 30,000 sq. ft. of retail space; residences include rentals, age restricted housing, and condominiums; shuttle service	Private funding: Fraternity Meadows	2 years	2nd Phase Open
Dinosaurs Field Station	Secaucus	Private Company		Private		Opened in Summer 2012
Bergenline Façade Improvements	Union City	Municipal	Funds to help property owners beautify businesses and stimulate economic growth	CDBG, Municipal	1 year	In construction
Yardley Soap Factory Redevelopment	Union City	Municipal	Former manufacturing site on Palisades Ave. and contaminated lands are slated for remediation and redevelopment into retail space and housing units	Private funds	3 years	Planning Phase

Zoning Amendment	Union City	Municipal	Rezoning around light rail station would allow for redevelopment area around Union City's light rail station.	No cost	1 year	Ordinance adopted
Weehawken Cove Walkway	Hoboken/ Weehawken	Municipal	Waterfront walkway around cove area will create pedestrian access from Hoboken to the Weehawken waterfront	ARRA Stimulus, Hudson County Open Space Trust Fund		Completed & Open for public access
Senior Housing	Weehawken	Municipal, Housing Authority	20-22 units of senior housing at 4800 Park Avenue	Private funds, CDBG	3 years	Planning Phase
Roseland Development	Weehawken	Municipal	Hotel with 450 units and a three level parking garage	Private Funds	1 year	Under Construction
Ferry Station Garage	Weehawken	Municipal	850 space parking garage for Ferry Station will allow for greater access to transit and development to occur on existing ground parking	Roseland Property Company, Local funds, NJEDA	1 year	Under Construction
1000 Avenue at Port Imperial	Weehawken	Lennar Urban	The building will contain a total of 74 units, ranging from one to three bedrooms	Private funds	2 years	Under Construction
Park Avenue Development	West New York	Municipal	Proposed 22-story high rise between 57th & 58th Street; No current municipal approval - developer may need to scale down	Private funding	1 year	Conception Phase
66st Street Promenade	West New York	Municipality	Along Bergenline; Textured walkway; Potential culturally significant mural	West New York	2 years	Structure completed

55th Street Housing	West New York	West New York Housing Authority	32 units of affordable housing & market value units at 55th Street & Jackson Avenue with potential open space component	D.R. Mon Group, Inc	3 years	Property acquired, planning phases
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Goals

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

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

Additional Goals:

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

Strategies

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

Economy

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

Population and Geography

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

Resources and Environmental Management

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

Transportation Access

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

Workforce Development and Use

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

Program Support and Implementation

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

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

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

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

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

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

Objectives

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

Economic Expansion

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

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

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

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

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

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

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

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

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

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

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

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

Population and Geography

Objective 13 – Expand the existing financial assistance programs for businesses

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

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

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

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

Objective 18 – Support housing programs that promote economic development

Objective 19 – Encourage the creation of new Foreign Trade Zones

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

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

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

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

Resources and Environmental Management

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

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

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

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

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

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

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

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

Transportation Access

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

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

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

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

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

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

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

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

Workforce Development

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

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

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

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

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

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

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

Top Three Infrastructure Priorities for Each Municipality

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

280 Interchange	Harrison	Study and make changes to ramp from Newark which is overburdened by stadium and PATH station traffic	33	\$10m in funding pending from Transportation Capital Funding
PATH Station Upgrades	Harrison	Plans to modernize PATH station for \$173 million will feature larger platforms, elevators, and architectural modifications to its appearance.	22, 27, 28, 32	Funding Acquired from Port Authority NYNJ
Flooding, drainage improvements and combined sewer overflow (CSO) elimination and reduction	Hoboken	Hoboken's drainage infrastructure is antiquated and dilapidated. City is plagued by flooding and combined sewer overflows during even minor storm events. Southwestern neighborhood is particularly affected. City interested in using "Green Infrastructure" to reduce flooding, stormwater run-off, and non-point source pollution.	28, 29	City working with various governmental agencies and private property owners to develop plans
Waterfront reconstruction	Hoboken	Hoboken's waterfront has been plagued by structural problems caused by coastal conditions and forces. The City needs to rehabilitate existing waterfront parks, piers and walkways to protect life, health and safety of residents, visitors and adjacent buildings.	24, 28	Funding received and looking for more
Roadway rehabilitation	Hoboken	Hoboken's roadway infrastructure is antiquated and in need of repair and rehabilitation. Streets do not meet state or national standards for traffic and safety design. City would like to implement "Complete Streets" strategies to improve safety and streetscape aesthetics.	2, 27, 32	Various stages of Planning, Design and Implementation
Jersey Avenue extension southward into Liberty State Park	Jersey City	It will provide a critical extension of a small but regionally significant ½ mile link in transportation that will add safety, economic and tourism value to this region; greatly reduce the cut-through traffic in the Lafayette neighborhood; and	2, 27, 32	Planning Phase

		greatly enhance the region's transportation network and long term sustainability.		
Hudson-Bergen Light Rail extension across Route 440 to Bayfront Redevelopment Site	Jersey City	Extend the Hudson-Bergen Light Rail West Side Avenue Branch from its current terminus at West Side Avenue, to a new terminus across Route 440. The approximately 3,700-foot route extension will include one new station to support Jersey City's planned development on the Hackensack waterfront.	27, 28,32 34	Planning Phase. NJ TRANSIT is currently conducting an environmental assessment for this extension
Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion	Jersey City	Rebuild roadway to alleviate current traffic congestion and transform the highway into a boulevard and complete street in the middle section, and into a complete street at the north and south ends.	2, 27,28, 32	Planning Phase
Dukes Street Pump Station	Kearny	Engineering Study has been undertaken to review the design considerations (needs, costs, permits, easements, etc.) for a future pump station at the foot of Dukes Street.	24, 29	Planning Phase
Passaic Avenue	Kearny	Netting chambers put in place and received maintenance. Further water and sewer upgrades needed to spur development of corridor.	24, 29	Planning Phase
Wittpenn Bridge	Kearny	Bridge replacement needed to support connection between Kearny and Jersey City along Rt. 7.	2	Under Construction
Jitney Bus Alternative	North Bergen	Informal bus service causes traffic along major commercial corridors and town wants to find an alternative system.	37	Planning Phase
West Side Avenue Corridor	North Bergen	Extension of 69th Street beyond Tonnelle Avenue, over the six-track train yard, and connecting at West Side Avenue.	2	Under Construction

Route 1&9 Widening	North Bergen	Federal and state funds are being used to improve the traffic flow by widening this major roadway.	2	Construction underway
Sewer Upgrades	Secaucus	Sewer pumps and control panels to deal with flooding issues. \$2 million in stimulus funds granted.	29	Funding acquired
Secaucus Greenway	Secaucus	Construct waterfront walkways along the Hackensack connecting park, retail, office, and residential areas.	12, 38	Planning Phases
Paterson Plank Road	Secaucus	Beautify roadway that acts as entrance to downtown Secaucus.	22	Planning Phase
Summit Avenue	Union City	Façade and sidewalk improvements along commercial corridor from 2nd-14th Streets.	8	Planning Phase
Park Avenue	Union City	Beautification program to encourage new businesses and create foot traffic.	8, 22	Partially Complete
Hackensack Reservoir #2	Union City/ Weehawken	Acquire and preserve large portion of reservoir for public enjoyment.	26	Planning Phase
Baldwin Avenue	Weehawken	Roadway realignment and improvements to help with traffic congestion near Lincoln Tunnel.	2	Under Construction
Waterfront Access	Weehawken	Complete Weehawken Cove walkway and waterfront access around ferry terminal and light rail station.	12, 38	Under Construction
Bergenline Repaving	West New York	Replace concrete pavers along commercial corridor for ADA compliance.	6, 8	Under Construction
Boulevard East Streetscaping	West New York	Upgrade aesthetic features including street light replacement.	8, 22, 32	Planning Phases
Renovate Stair Access to Waterfront	West New York	Improve pedestrian access from Palisades to waterfront.	12, 27, 38	Planning Phases

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

Performance Measurements

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

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

Chart 1: CEDS Requirements

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

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

2. New Investments (Number & Type)

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

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

3. Job Retention

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

4. Private Sector

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

5. Economic Environment

Employment Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u> 277,300	<u>2011</u> 280,300		<i>Increase</i>
Labor Force Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u> 310,800	<u>2011</u> 312,500		<i>Increase</i>
Unemployment Annual Rates	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u> 10.8%	<u>2011</u> 10.3%		<i>Decrease</i>
Unemployment Annual Average Totals	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u> 33,600	<u>2011</u> 32,200		<i>Decrease</i>
Total Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u> Not data available as of yet	<u>2011</u>		<i>Data Not Available for Consideration</i>
Per Capita Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u> Not data available as of yet	<u>2011</u>		<i>Data Not Available for Consideration</i>

Chart 2: Hudson County CEDS Goals

CEDS Goal	Data Source	Data Comparison	Success Indication
1. Create a diversified economy to maintain full employment and continue economic growth			
Employment Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u> 277,300	<u>2011</u> 280,300		<i>Increase</i>
Labor Force Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u> 310,800	<u>2011</u> 312,500		<i>Increase</i>
Unemployment Annual Rates	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u> 10.8%	<u>2011</u> 10.3%		<i>Decrease</i>
Unemployment Annual Average Totals	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u> 33,600	<u>2011</u> 32,200		<i>Decrease</i>
Total Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u> Not data available as of yet	<u>2011</u>		<i>Data Not Available for Consideration</i>
Per Capita Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u> Not data available as of yet	<u>2011</u>		<i>Data Not Available for Consideration</i>
Median Household Income	American Community Survey	Yearly	Increase
<u>2010</u> \$54,817	<u>2011</u>		<i>Data Not Available for Consideration</i>

Median Family Income	American Community Survey	Yearly	Increase
<u>2010</u> \$57,978	<u>2011</u>		<i>Data Not Available for Consideration</i>
Per Capita Income	American Community Survey	Yearly	Increase
<u>2010</u> \$29,798	<u>2011</u>		<i>Data Not Available for Consideration</i>

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

Employment Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u> 277,300	<u>2011</u> 280,300		<i>Increase</i>
Labor Force Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u> 310,800	<u>2011</u> 312,500		<i>Increase</i>
Unemployment Annual Rates	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u> 10.8%	<u>2011</u> 10.3%		<i>Decrease</i>
Unemployment Annual Average Totals	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u> 33,600	<u>2011</u> 32,200		<i>Decrease</i>
Per Capita Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u> Not data available as of yet	<u>2011</u>		<i>Data Not Available for Consideration</i>
Median Household Income	American Community Survey	Yearly	Increase
<u>2010</u> \$54,817	<u>2011</u>		<i>Data Not Available for Consideration</i>
Median Family Income	American Community Survey	Yearly	Increase
<u>2010</u> \$57,978	<u>2011</u>		<i>Data Not Available for Consideration</i>

Per Capita Income	American Community Survey	Yearly	Increase
<u>2010</u> \$29,798	<u>2011</u>		Data Not Available for Consideration

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

Bankruptcy Filings	Administrative Office of the US Courts PACER Service Center	Yearly	Decrease
<u>2010</u> 2,897	<u>2011</u> 2,746		Decrease

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

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

Total Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u> Not data available as of yet	<u>2011</u>		Data Not Available for Consideration

Per Capita Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u> Not data available as of yet	<u>2011</u>		Data Not Available for Consideration

5. CEDS Goal: Improve all aspects of the transportation system

Pedestrian Fatalities	NJ State Police	Yearly	Decrease
<u>2010</u> 14	<u>2011</u>		Data Not Available for Consideration

Hudson- Bergen LRT Average Daily Ridership	NJ Transit Corp.	Yearly	Increase
<u>2010</u> 40,825	<u>2011</u> 43,128		Increase

Hudson-Bergen Passenger Trip growth (Prior year/June)	NJ Transit Corp.	Yearly	Increase
<u>2010</u> -5.8%	<u>2011</u> 12.3%		Increase
PATH Average Weekday Trips	NJ Transit Corp.	Yearly	Increase
<u>2010</u> 109,910	<u>2011</u> 113,996		Increase
PATH Total Annual Trips	NJ Transit Corp.	Yearly	Increase
<u>2010</u> 33,033,624	<u>2011</u> 34,224,829		Increase
6. CEDS goal: Foster the clean and reuse of contaminated sites as an integral part of both economic and community development			
Brownfield Remediation "NFA" Letters Issued in Hudson County	NJ Dept. of Environmental Protection	Yearly	Increase
<u>2010</u> 208	<u>2011</u> 236		Increase
7. CEDS Goal: Support the development of cultural, recreational and historic amenities			
Acres of Parks & Open Space	NJ Dept. of Environmental Protection	By decade	Increase
<u>2010</u> 3,059 acres?	<u>2011</u> Only Baseline data available		Data Not Available for Consideration
List of Historical Landmarks	National Register of Historic Places; NJ DEP: Division of Parks	By decade	Increase
<u>2010</u>	<u>2011</u> Only Baseline data available		Data Not Available for Consideration
8. CEDS Goal: Assist in the development of Quality of Life factors			
Total Incidence of Violent Crime	NJ State Police	Yearly	Decrease
<u>2010</u> 2,893	<u>2011</u>		Data Not Available for Consideration

Total Incidence of Non-Violent Crime	NJ State Police	Yearly	Decrease
<u>2010</u> 12,850		<u>2011</u>	<i>Data Not Available for Consideration</i>
Overall Crime Rate Per 1,000	NJ State Police	Yearly	Decrease
<u>2010</u> 24.8%		<u>2011</u>	<i>Data Not Available for Consideration</i>
Violent Crime Rate per 1,000	NJ State Police	Yearly	Decrease
<u>2010</u> 4.6%		<u>2011</u>	<i>Data Not Available for Consideration</i>
Non-violent Crime Rate per 1,000	NJ State Police	Yearly	Decrease
<u>2010</u> 20.3%		<u>2011</u>	<i>Data Not Available for Consideration</i>
High School Graduation Rates	NJ Dept. of Education	Yearly	Increase
<u>2010</u> 96.8%		<u>2011</u>	<i>Data Not Available for Consideration</i>

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

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

10. CEDS Goal: Promote job training and retraining services

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

11. CEDS Goal: Promote sustainable, smart growth developments

Number of LEED Certified Buildings			
<u>2010</u> Not data available as of yet	<u>2011</u>		<i>Data Not Available for Consideration</i>

Addendum A

COMPANY	ADDRESS	CITY	Type	TOTAL EMPLOYEES
Gel Spice Co Inc	48 Hook Rd Ste 52	Bayonne	Food Preparations, NEC	120
International-Matex Tank	250 E 22nd St	Bayonne	Special Warehousing & Storage, NEC	120
Flortek Corp	39 W 55th St	Bayonne	Carpets & Rugs	100
Gordon Terminal Service Co	2 Hook Rd	Bayonne	General Warehousing & Storage	100
Neema Clothing Ltd	74 Gould St 76	Bayonne	Men's & Boys' Clothing & Furnishings Wholesale	90
Cejon Accessories Inc	53 Hook Rd Ste 2	Bayonne	Refrigerated Warehousing & Storage	80
R P M Warehouse Inc	99 Hook Rd Ste 3	Bayonne	General Warehousing & Storage	80
Rutherford Chemical LLC	40 Avenue A	Bayonne	Industrial Organic Chemicals, NEC	80
G & B Packing Co Inc	8 Hook Rd	Bayonne	Packing & Crating Services	65
Interglobal Forwarding Svcs	8 Hook Rd	Bayonne	Freight Forwarding & Arrangement	65
European American Foods Group	698 Kennedy Blvd	Bayonne	Food Preparations, NEC	62
Permalife Products LLC	7000 Kennedy Blvd E Ste 2	Guttenberg	Sporting & Athletic Goods, NEC	70
G&S Logistics LLC	1 Cape May St Ste 3	Harrison	Business Consulting Services, NEC	160
CSosborne & Co	125 Jersey St	Harrison	Hand & Edge Tools	100
Horizon Healthcare Services	720 1st St	Harrison	Hospital & Medical Service Plans Carriers	100
Alpha Mills Corp	1000B 1st St	Harrison	Commercial Printing	82
F M B Systems Inc	70 Supor Blvd	Harrison	Architectural & Ornamental Metal Work	70
Vita Dolce Intimates LLC	1000 1st St	Harrison	Brassieres, Girdles & Garments	60
Eagle Affiliates Inc	505 Manor Ave	Harrison	Plastic Products	50
Marsh USA Inc	121 River St Ste 1	Hoboken	Insurance Agents, Brokers & Service	1,500
Hoboken University Medical Ctr	308 Willow Ave	Hoboken	Management Consulting Services	1,000
Langham Hotels International	36 Newark St	Hoboken	Hotels, Motels & Tourist Courts	300
Academy Bus Tours Inc	1515 Jefferson St	Hoboken	Local Bus Charter Service	250
Mindlance Inc	80 River St Ste 4B	Hoboken	Management Consulting Services	225
Coach USA Inc	1500 Clinton St	Hoboken	Tour Operators	125
John Wiley & Sons Inc	111 River St Ste 2000	Hoboken	Books: Publishing & Printing	100
Ipreo	111 River St Ste 1001	Hoboken	Public Relation Services	91
Dolex Dollar Express Inc	79 Hudson St Ste 202	Hoboken	Functions Related To Deposit Banking, NEC	80
Ssnyc Inc	80 Washington St	Hoboken	Freight Forwarding & Arrangement	80
Tax Stream LLC	95 River St Ste 5C	Hoboken	Prepackaged Software	75
Mizuho Securities USA Inc	111 River St Ste 1100	Hoboken	Security Brokers & Dealers	70
APX Inc	111 River St Ste 12	Hoboken	Engineering Services	65
Burgiss Group LLC	70 Hudson St Ste 2	Hoboken	Computer Related Services, NEC	55
Goldman Sachs & Co., Inc.	30 Hudson Street	Jersey City	Investment Banking and Securities	3,485
Pershing, LLC	95 C. Columbus Drive	Jersey City	Financial Management Solutions	1,974
JPMorgan Chase Bank, N.A.	575 Washington Boulevard	Jersey City	Financial Services	1,827
Citigroup, Inc.	480 Washington Boulevard	Jersey City	Financial Services	837

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Addendum A

Insurance Services Office Inc	545 Washington Blvd Fl 12	Jersey City	Insurance Agents, Brokers & Service	1,233
Barclays Capital Services, Inc.	70 Hudson Street	Jersey City	Financial Services	1,007
ICAP North America, Inc.	Harborside 1100 Plaza 5	Jersey City	Interdealer Broker	1,049
Deutsche Bank	Harborside 100 Plaza I	Jersey City	Financial Services	1,011
Port Authority of New York	241 Erie St Rm 302	Jersey City	Airports, Flying Fields & Terminal Services	800
Brown Brothers Harriman & Co	525 Washington Boulevard	Jersey City	Nondeposit Trust Facilities	636
Lord Abbett & Co., LLC	90 Hudson Street	Jersey City	Security Brokers & Dealers	715
Knight Equity Markets, LP	545 Washington Boulevard	Jersey City	Financial Services	706
BNP Paribas RCC, Inc.	525 Washington Boulevard	Jersey City	Financial Services	678
Mellon Investor Services, LLC	480 Washington Boulevard	Jersey City	Asset Management	661
Merrill Lynch, Pierce, Fenner & Smith Incorporated	101 Hudson St	Jersey City	Financial Services	632
AXA Equitable Life Insurance Company	525 Washintgon Boulevard	Jersey City	Financial Services	714
The Bank of Tokyo-Mitsubishi, UFJ, Ltd.	Harborside Plaza 3	Jersey City	Financial Services	568
Broadridge Securities Processing Solutions, Inc.	2 Journal Square Plaza	Jersey City	Security Brokers & Dealers	727
SG Americas Operational Services, Inc.	480 Washington Boulevard	Jersey City	Financial Services	387
Tullett Prebon Holdings Corp.	101 Hudson Street	Jersey City	Financial Services	433
Dg3 North America Inc	100 Burma Rd	Jersey City	Commercial Printing: Lithographic	405
US Tech Solutions Inc	101 Hudson Street	Jersey City	Computer Related Services, NEC	100
Fundtech Corp	30 Montgomery St Ste 501	Jersey City	Prepackaged Software	287
SMN International, Inc.	591 Summit Ave Ste 522	Jersey City	Custom Computer Programming Services	375
Bethel Industries Inc	3423 John F Kennedy Blvd	Jersey City	Men's & Boys' Work Clothing	250
Evergreen Shipping Agency Corp	1 Evertrust Plz Ste 6	Jersey City	Freight Forwarding & Arrangement	250
Statco Inc	301 16th St	Jersey City	General Warehousing & Storage	225
A & A Charter Service Inc	1000 Garfield Ave	Jersey City	Bus Charter Service, Except Local	220
Terra Infotech Inc	1 Evertrust Plaza	Jersey City	Computer Related Services, NEC	210
AI Credit Corp	101 Hudson St Fl 33	Jersey City	Life Insurance Carriers	200
Automated Securities Clearance	545 Washington Blvd Fl 7	Jersey City	Custom Computer Programming Services	200
Rabo Support Services, Inc.	10 Exchange Pl Unit 16	Jersey City	Foreign Banks, Branches & Agencies	149
First Student Inc	580 Duncan Ave	Jersey City	Bus Charter Service, Except Local	200
Morgan Stanley Smith Barney	Harborside Plazas 2 & 3	Jersey City	Security Brokers & Dealers	774
Peri Software Solutions Inc	26 Journal Sq Fl 2	Jersey City	Computer Related Services, NEC	200
Evening Journal Association	30 Journal Sq Ste 1	Jersey City	Newspapers: Publishing & Printing	159
Bardwil Industries Inc	107 W Side Ave Ste 2	Jersey City	House furnishings: Textile	150
BT Systems LLC	1 Exchange Pl Fl 8	Jersey City	Computer Related Services, NEC	150
IPC Systems Inc	3 2nd St	Jersey City	Computer Integrated Systems Design	144
International Business	1 Evertrust Plz Ste 11	Jersey City	Computer Integrated Systems Design	130
Liberty Science Center & Hall	251 Phillip St	Jersey City	Museums & Art Galleries	130

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Addendum A

PricewaterhouseCoopers LLP	101 Hudson St Fl 26	Jersey City	Accounting, Auditing & Bookkeeping Services	130
Hold Brothers On-Line Invstmnt	525 Washington Blvd Fl 14	Jersey City	Security Brokers & Dealers	4
SunAmerica Asset Management Corp.	3200 Harborside Plaza 5	Jersey City	Financial Services	115
Port Authority of New York	120 Academy St	Jersey City	Airports, Flying Fields & Terminal Services	120
County Of Hudson	Lincoln Park	Jersey City	Amusement & Recreation Services, NEC	108
Elementis Specialties Inc	400 Claremont Ave	Jersey City	Paints, Varnishes, Lacquers, Enamels	108
Old Dominion Freight Line Inc	55 Van Keuren Ave	Jersey City	Trucking, Except Local	104
Apollo Plastic Corp	44 Howell St	Jersey City	Plastics Materials & Basic Shapes Wholesale	100
C B A Industries Inc	63 Pollock Ave	Jersey City	Management Consulting Services	100
Grm Information Management	215 Coles St	Jersey City	Special Warehousing & Storage, NEC	100
Hilton Hotels Corp./Doubletree	455 Washington Blvd	Jersey City	Hotels, Motels & Tourist Courts	100
Liberty National Inc	23 Chapel Ave	Jersey City	Membership Sports & Recreation Clubs	21 F/T (71 PT)
Power Optech LLC	387 7th St	Jersey City	Electrical Work	100
Yrc Logistics	3 Linden Ave E	Jersey City	Local Trucking Without Storage	100
Statue Cruises LLC	1 Audrey Zapp Dr	Jersey City	Ferries	99
Engineering & Refrigeration	56 Baldwin Ave	Jersey City	Plumbing, Heating & Air Conditioning Contractors	95
Rabo Support Services Inc	10 Exchange Pl Unit 16	Jersey City	Management Consulting Services	85
Clear Channel Communications	101 Hudson St Unit 36	Jersey City	Radio Broadcasting Stations	80
Comcast Cablevision Of Jersey	2121 John F Kennedy Blvd	Jersey City	Cable & Other Pay TV Services	80
Cotone Inc	102 Cambridge Ave	Jersey City	Women's & Misses' Suits, Coats & Skirts	80
Exanet Inc	30 Montgomery St Ste 604	Jersey City	Business Services, NEC	80
Scivantage Inc	10 Exchange Pl Unit 13	Jersey City	Prepackaged Software	100
Gaiam Inc	201 Port Jersey Blvd	Jersey City	Electronic Parts & Equipment Wholesale	75
Sapient Corp	10 Exchange Pl Fl 21	Jersey City	Custom Computer Programming Services	75
Levy Group Inc	200 Central Ave	Jersey City	Women's & Misses' Suits, Coats & Skirts	70
Hotspot Fx Inc	545 Washington Blvd Ste 1	Jersey City	Functions Related To Deposit Banking, NEC	67
Data Pipe Inc	10 Exchange Pl Ste 1201	Jersey City	Data & Computer Processing & Preparation	88
Interglobo North America Inc	2 Colony Rd	Jersey City	Freight Forwarding & Arrangement	65
Tai CHI & Scotch Inc	91 Kensington Ave	Jersey City	Computer Related Services, NEC	65
Polarome International Inc	200 Theodore Conrad Dr	Jersey City	Chemical Preparations, NEC	63
American President Lines Ltd	100 Central Avenue	Kearny	Freight Forwarding & Arrangement	60
Federal Home Loan Bank of New	30 Montgomery St Ste 300	Jersey City	Central Reserve Depository, NEC	60

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Addendum A

Frenkel & Co Inc	Harborside Plaza 3	Jersey City	Insurance Agents, Brokers & Service	84
Jordache Enterprises Inc	112 Port Jersey Blvd	Jersey City	General Warehousing & Storage	60
Wall Street Group Inc	1 Edward Hart Dr	Jersey City	Commercial Printing	60
Cosmopolitan Food Group Inc	44 Cypress St	Jersey City	Shortening, Oils & Margarine	55
County of Hudson	549 Duncan Ave Rm 212	Jersey City	Regulation & Administration Of Communications, Electric, Gas & Other	55
Hudson County Improvement Auth	574 Summit Ave Ste 500	Jersey City	Business Consulting Services, NEC	55
Vjf Delivery Inc	480 Duncan Ave	Jersey City	Local Trucking Without Storage	55
Marketing Technology Solutions	10 Exchange Pl Fl 24	Jersey City	Management Consulting Services	54
Agility Logistics Corp	111 Pavonia Ave Fl 14	Jersey City	Freight Forwarding & Arrangement	56
G X Clarke & Co	10 Exchange Pl Ste 1005	Jersey City	Security Brokers & Dealers	52
Kolan Soft Inc	815 Newark Ave	Jersey City	Prepackaged Software	52
Advance Internet Inc	30 Journal Sq Ste 400	Jersey City	Prepackaged Software	50
Apex Xpress Inc	418 Duncan Ave	Jersey City	Freight Forwarding & Arrangement	50
Check O Lite International Inc	142 Charles St	Jersey City	Electrical Apparatus, Equipment, Wiring Supplies Wholesale	50
Dresdner Robin Consulting Grp	371 Warren St	Jersey City	Business Consulting Services, NEC	50
Federal Farm Credit Banks	10 Exchange Pl Ste 1401	Jersey City	Unit Investment Trusts, Face-Amount Certificate Offices	33
Fire Code Services Inc	142 1st St	Jersey City	Electrical Apparatus, Equipment, Wiring Supplies Wholesale	50
First Marathon America Inc	10 Exchange Pl Fl 26	Jersey City	Security Brokers & Dealers	50
Gold Coast Freightways Inc	160 James Ave	Jersey City	Trucking, Except Local	50
Hartz Mountain Corp	305 Broadway	Jersey City	Dog & Cat Food	50
Nationwide Bowling Corp	1 Garfield Ave	Jersey City	Bowling Centers	50
Liberty Landing Marina, LLC	80 Audrey Zapp Dr	Jersey City	Marinas	30
NuGrafix Inc	430 Communipaw Ave	Jersey City	Adhesives & Sealants	50
Phoenix Warehouse of NJ LLC	201 Port Jersey Blvd	Jersey City	General Warehousing & Storage	50
Yorkville Advisors LLC	101 Hudson St Ste 3700	Jersey City	Investors, NEC	50
Yorkville Advisors LLC	101 Hudson St Ste 3700	Jersey City	Investors, NEC	50
New Jersey Transit Corp	1148 Newark Tpke	Kearny	Bus terminal & Services Facilities	550
St George Trucking	123 Pennsylvania Ave	Kearny	Freight Forwarding & Arrangement	500
Dynamic Express Inc	125 Pennsylvania Ave	Kearny	Trucking, Except Local	116
All Season Movers Inc	12 Breiderhoft Rd	Kearny	Local Trucking With Storage	112
American Terminals Distbn	123 Pennsylvania Ave	Kearny	Local Trucking With Storage	100
Harrison Management Group Inc	433 Bergen Ave	Kearny	Freight Forwarding & Arrangement	100
Honeyware Inc	244 Dukes St	Kearny	Plastic Products	100
Star Distribution Inc	125 Pennsylvania Ave	Kearny	Trucking, Except Local	100
L & R Manufacturing Co Inc	577 Elm St	Kearny	Specialties Cleaning, Polishing & Sanitation Preparations	95
Franklin-Burlington Plastics	113 Passaic Ave	Kearny	Plastic Laminated Plate & Sheet	87
Alden-Leeds Inc	55 Jacobus Ave Ste 1	Kearny	Chemical Preparations, NEC	80
J F Lomma Inc	48 3rd St Ste 1	Kearny	Trucking, Except Local	80

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Addendum A

A P L Limited	110 Central Ave Ste 120	Kearny	Deep Sea Foreign Transportatation Of Freight	75
Stanson Corp	2 N Hackensack Ave	Kearny	Soap & Detergents	75
Bunge North America Inc	125 Sanford Ave	Kearny	Chemical Preparations, NEC	72
Fantas Eyes Inc	380 Bergen Ave	Kearny	Women's, Children's & Infants Clothing & Accessories Wholesale	60
Capoano Trucking Inc	41 Rizzolo Rd	Kearny	Local Trucking Without Storage	50
Dollfus Mieg Co Inc	77 Hackensack Ave	Kearny	Wool, Woven Fabric	50
United Die Co Inc	199 Devon Ter	Kearny	Dies, Tools, Jigs, Fixtures & Industrial Molds	50
LCI Acquisition US Inc	1 Claibourne Ave	North Bergen	Men's & Boys' Clothing & Furnishings Wholesale	1,300
National Retail Transportation	2820 16th St	North Bergen	Trucking, Except Local	534
Bergen Discount Shippers LLC	7300 W Side Ave	North Bergen	General Warehousing & Storage	175
Premier Distribution Services	2501 71st St	North Bergen	General Warehousing & Storage	125
Frutarom USA Inc	9500 Railroad Ave	North Bergen	Food Preparations, NEC	120
W Y Plastic Products Inc	2500 Secaucus Rd	North Bergen	Plastic Products	75
Precon International Inc	2200 Secaucus Rd	North Bergen	Freight Forwarding & Arrangement	70
Colonna Brothers Inc	4102 Bergen Tpke	North Bergen	Cheese	65
Benbar Knit Inc	1110 13th St	North Bergen	Knit Outerwear Mills	50
By Design LLC	2400 83rd St Ste 1	North Bergen	Women's, Children's & Infants Clothing & Accessories Wholesale	50
Housing Authority of The	6121 Grand Ave Ste 1	North Bergen	Real Estate Agents & Managers	50
United Parcel Service of New	493 County Ave	Secaucus	Courier Services, Except Air	6,000
Retailers & Manufacturers	50 Metro Way	Secaucus	Business Services, NEC	550
Northstar Travel Media LLC	100 Lighting Way	Secaucus	Periodicals: Publishing & Printing	450
National Retail Systems Inc	550 Secaucus Rd	Secaucus	Trucking, Except Local	400
Buck Consultants LLC	500 Plaza Dr	Secaucus	Services Not Elsewhere Classified	380
Ernst & Young LLP	200 Plaza Dr Ste 2222	Secaucus	Accounting, Auditing & Bookkeeping Services	250
Hartz Mountain Corp	400 Plaza Dr Ste 400	Secaucus	Dog & Cat Food	250
Infinite Visions LLC	45 Enterprise Ave N Ste 1	Secaucus	Men's & Boys' Work Clothing	250
News America Inc	500 Plaza Dr Fl 5	Secaucus	Periodicals: Publishing & Printing	200
Scholastic Publications Ltd	100 Plaza Dr Fl 4	Secaucus	Periodicals: Publishing & Printing	200
Mac Naughton Lithograph Co Inc	100 Castle Rd	Secaucus	Commercial Printing: Lithographic	185
Mlb Network LLC	40 Hartz Way Ste 10	Secaucus	Television Broadcasting Stations	180
Rosdev Hospitality Secaucus	2 Harmon Plz	Secaucus	Hotels, Motels & Tourist Courts	177
China Ocean Shipping Co	100 Lighting Way	Secaucus	Freight Forwarding & Arrangement	150
Efashion Solutions LLC	80 Enterprise Ave S	Secaucus	Business Consulting Services, NEC	150
Rose Brand Wipers Inc	4 Emerson Ln	Secaucus	Fabricated Textile Products, NEC	150
St Luke's-Roosevelt Hospital	135 Seaview Dr	Secaucus	Data & Computer Processing & Preparation	150
Hilton Hotels Corp	455 Plaza Dr	Secaucus	Hotels, Motels & Tourist Courts	140
Delta Galil USA Inc	150 Meadowlands Pkwy Fl 2	Secaucus	Women's, Misses' & Children's Underwear & Nightwear	100
G-III Apparel Group Ltd	1000 Secaucus Rd	Secaucus	Leather & Sheep Lined Clothing	100

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Addendum A

Interstate Intermodal Inc	501 New County Rd	Secaucus	Freight Forwarding & Arrangement	100
Macy's Retail Holdings Inc	500 Meadowlands Pkwy	Secaucus	General Warehousing & Storage	100
Master Cutlery Inc	700 Penhorn Ave	Secaucus	Cutlery	100
NYCE Corp	400 Plaza Dr Ste 200	Secaucus	Functions Related To Deposit Banking, NEC	100
Sarar USA Inc	20 Wood Ave	Secaucus	Men's & Boys' Clothing & Furnishings Wholesale	100
United Parcel Service of New	47 Hartz Way	Secaucus	Courier Services, Except Air	100
Universal Logistics Group Inc	1000 New County Rd Ste 1	Secaucus	General Warehousing & Storage	100
Zt Group Int'l Inc	350 Meadowlands Pkwy Ste 1	Secaucus	Computers & Peripheral Equipment & Software Wholesale	100
Randy Hangers LLC	115 Enterprise Ave S	Secaucus	Plastic Products	99
Apex Xpress Inc	120 Seaview Dr	Secaucus	Trucking, Except Local	80
Four & Twenty LLC	1 Aquarium Dr Ste 1	Secaucus	Theatrical Producers & Miscellaneous Theatrical Services	80
Hampton Inn Inc	250 Harmon Meadow Blvd	Secaucus	Hotels, Motels & Tourist Courts	80
F & G Mechanical Corp	348 New County Rd Ste 2	Secaucus	Plumbing, Heating & Air Conditioning Contractors	75
Holiday Inn Harmon Meadow	300 Plaza Dr	Secaucus	Hotels, Motels & Tourist Courts	70
Jefco Inc	125 Castle Rd Ste 1	Secaucus	Local Trucking Without Storage	70
Modaexpress of USA Inc	900 Secaucus Rd Unit A	Secaucus	Freight Forwarding & Arrangement	70
August Silk Inc	65 Enterprise Ave S	Secaucus	Women's, Children's & Infants Clothing & Accessories Wholesale	67
MPS Marketing Services Inc	1 Harmon Meadow Blvd	Secaucus	Management Consulting Services	65
Chasan Leyner & Lamparello PC	300 Harmon Meadow Blvd	Secaucus	Legal Services	60
Nyk Logistics Inc Intl	300 Lighting Way Fl 4	Secaucus	Freight Forwarding & Arrangement	60
Springer Science + Business	333 Meadowlands Pkwy Ste 1	Secaucus	Miscellaneous Publishing	60
Sarkli-Repechage Ltd	300 Castle Rd	Secaucus	Perfumes, Cosmetics & Toilet Preparations	59
Wfs Services Inc	1 Harmon Meadow Blvd # 101	Secaucus	Management Consulting Services	59
A F D Contract Furniture Inc	125 Enterprise Ave S	Secaucus	General Warehousing & Storage	50
Cohen Express Corp	550 Secaucus Rd	Secaucus	Local Trucking Without Storage	50
Fedex Ground Package System	131 Seaview Dr	Secaucus	Local Trucking Without Storage	50
Goya Foods Inc	650 New County Rd	Secaucus	Canned Specialties	50
Junior Gallery Ltd	555 Jefferson Ave	Secaucus	General Warehousing & Storage	50
National Basketball Assn	100 Plaza Dr Fl 3	Secaucus	Professional Sports Clubs & Promoters	50
Quick-Turn Distribution LLC	350 Secaucus Rd	Secaucus	General Warehousing & Storage	50
R & M Richards Inc	60 Enterprise Ave N	Secaucus	Women's & Misses' Dresses	50
Yankee Clipper Distribution	1 Castle Rd	Secaucus	General Warehousing & Storage	50
Cablevision Lightpath Inc	116 48th St	Union City	Cable & Other Pay TV Services	80
Jarco US Casting Corp	4407 Park Ave	Union City	Electroplating, Plating, Polishing, Anodizing & Coloring	60
Amalia Carrara Inc	2111 Kerrigan Ave	Union City	Women's & Misses' Dresses	50
Appetito Provisions Co Inc	609 10th St	Union City	Sausages & Meat Products	50
Tonnelle Sheet Metal & Welding	706 7th St	Union City	Sheet Metal Work	50

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Troy Fashion Inc	809 West St	Union City	Women's & Misses' Outerwear, NEC	50
New Jersey Dept of Trans	500 Boulevard E	Weehawken	Fixed Facilities, Inspection, Weighing Services Transptn	300
Ceres Marine Terminals Inc	1200 Harbor Blvd Fl 8	Weehawken	Marine Cargo Handling	200
Citicorp Information Techs	1919 Park Ave	Weehawken	Custom Computer Programming Services	150
Port Authority of New York	500 Boulevard E	Weehawken	Fixed Facilities, Inspection, Weighing Services Transptn	110
Swatch Group U S Inc	1200 Harbor Blvd	Weehawken	Electrical Apparatus, Equipment, Wiring Supplies Wholesale	100
River P W Hotel LP	500 Harbor Blvd	Weehawken	Hotels, Motels & Tourist Courts	95
Micros Retail Systems Inc	1500 Harbor Blvd Ste 6	Weehawken	Computers & Peripheral Equipment & Software Wholesale	75
Origin Digital Inc	300 Boulevard E	Weehawken	Recording Media	50
Arrow Manufacturing Co Inc	567 52nd St	West New York	Plastic Products	130
Irridelco International Corp	6301 Broadway Apt 4	West New York	Business Consulting Services, NEC	110
Charles & Son Apparel Inc	324 61st St	West New York	Women's & Misses' Outerwear, NEC	50

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