

**UPDATE TO PROCUREMENT SCHEDULE
AND
QUESTIONS AND ANSWERS TO

Request for Proposals
PASSENGER FERRY REDEVELOPER/OPERATOR
For the
Peninsula at Bayonne Harbor
Bayonne New Jersey
Originally issued December 18, 2024
Amended on February 10, 2025**

The Procurement Schedule is revised as follows:

1. Issuance of Request for Proposals.....December 18, 2024
2. Deadline for proposers to submit questions.....March 10, 2025
3. Response to proposer questions.....March 21, 2025
4. Due Date for Receipt of Proposals.....April 25, 2025
5. Selection of Redeveloper/Operator..... May 16, 2025
6. Execution of Redevelopment Agreement.....July 14, 2025

Questions and Answers:

1. Q: Does the City have a preferred instrument for the Redeveloper/Operator to recover capital investment costs in the ferry terminal (e.g. (a) Redeveloper/Operator supplies a functional terminal with ferry loading barge/vessel that the City purchases from the Redeveloper/Operator and then operates under a bareback charter lease; (b) the Redeveloper/Operator owns the terminal with ferry loading barge/vessel and a separate monthly fee; (c) the Redeveloper/Operator owns the terminal w/ ferry loading barge/vessel and recovers costs through passenger ticketing fees)?

A: The City will consider all structures proposed, provided the City is not obligated to subsidize, or otherwise, provide funding or guarantees.

2. Q: Does the City anticipate owning the terminal and ferry loading barge/vessel to more easily access FTA Ferryboat grant funding for publicly owned ferry terminals?

A: The City will own the property and improvements located on land. The Ferry Operator will provide, and own, facilities located in and on the water such as a barge or vessel. The Ferry Operator be untitled use and charge for the use of all the terminal facilities (on land and water) including the parking facilities. The

City is open to alternative arrangements that might unlock grant funding but is not prepared to provide any funding for the terminal.

3. Q: Does the City have a plan to increase available parking beyond the current plan of 102 spaces?

A: The City owns a one-acre parcel located in close proximity (within 1,000 feet) to the ferry terminal that will be made available for development as a parking facility. A surface parking facility (concept plan attached hereto as Exhibit C) would generate approximately 130 spaces. The City is open to development of the parcel as a structured parking facility, provided ground floor retail is made available.

4. Q: Does the City anticipate pursuing federal grant funding to increase parking for the use of ferry service customers?

A: The City is open to exploring federal grant funding to increase parking.

5. Q: What dedicated multimodal connections exist (e.g., local shuttle buses, transit) at or nearby the facility that would enable a customer to comfortably walk the remaining distance to the ferry terminal?

A: A NJ Transit light-rail station is located 1.2 miles from the ferry terminal. All existing residential developments on the Peninsula provide shuttle services to/from mass transit for their residents, and those services are anticipated to be expanded to the ferry terminal upon its occupancy.

6. Q: Where are these multimodal connections located?

A: Nearby the facility exists the Light-rail and shuttles are next to the residential buildings.

7. Q: Will the parking facility be developed with electrical infrastructure that can support EV Charging?

A: No

8. Q: If yes, how many EV Charging stations can be supported?

A: N/A

9. Q: What is the power availability at the ferry terminal loading barge/vessel location?

A: Electrical power is available adjacent to the Site. The City, as part of its infrastructure improvements, intends to provide a panel at the entrance to the ferry gangway with one 100A and one 200A service. The ultimate design of the panel will be coordinated with the selected Redeveloper.

10. Q: The RFP requires a minimum of three departures in the morning and evening peak commuting periods. Does the ferry service have to be direct, or can the proposed route include additional stops at alternative locations?

A: The ferry service can have additional stops at alternative locations. The City does not anticipate involving itself in the operations of the ferry service beyond the requirements of the RFP.

11. Q: What is the anticipated length of the Redevelopment Agreement?

A: The City will consider terms proposed by the Redeveloper/Operator that are necessary to amortize any capital investments and ensure the success of the ferry terminal.

12. Q: What entity will undertake the necessary capital improvements? What is the timeline for their completion?

A: The City will undertake the capital improvements described in the RFP and located on land. The improvements anticipated will be finally designed with input from the Redeveloper/Operator and will take approximately 6-9 months to complete following notice to proceed.

13. Q: What is the anticipated capacity of the structured Parking Facility

A: There are no current plans for a structured parking facility; only surface parking.

14. Q: Is there an opportunity for the operator to manage the parking facility and charge a daily, weekly, or monthly fee?

A: Yes, the Redeveloper/Operator will manage the surface parking and be permitted to charge for same.

15. Q: Has the City developed any cost estimates for the construction and installation of the Terminal? If so, please supply them.

A: The only estimated costs are for the land side improvements described in the RFP which will be entirely paid for by the City and which City will not share at this time.

16. Q: Is the City presently in non-compliance with any of the conditions of the NJDEP and ACOE permits? If so, which ones?

A: The City is in compliance with all permits.

17. Q: The existing NJDEP and ACOE permits require completion of the Terminal by October 5, 2025. Has the City initiated any process for extension of the time limit? Will the City continue to assume responsibility for the extension of the permits?

A: The City will extend the permits, as necessary.

18. Q: How many residential units within one mile of the Terminal have been completed?

A: A total of 1,767 units have been constructed on the Peninsula and 411 are presently under construction.

19. Q: How many additional residential units are planned within a three-mile radius of the Terminal?

- a. How many have received site plan approval?
- b. How many have received building permits and are under construction?
- c. Is there a document indicating the locations?

A: A three mile radius encompasses most of the City of Bayonne. There are more than 70,000 residents in the City and thousands of additional units have been approved or are under construction.

20. Q: Are there any plans for improving public transit access to the proposed ferry landing?

A: The following improvements are relevant:

- The City is in the design phase for a pedestrian bridge to connect the Peninsula to the 32nd Street Light Rail Station.
- The City is in the process of implementing a Special Improvement

District that would fund Peninsula-wide shuttle service to the light rail, ferry, and Cape Liberty Cruise Terminal.

- The City has had discussions with NJ Transit regarding public bus service to the ferry terminal.

21. Q: Can we obtain a copy of the previous winning bid to the previous RFP?

A: The City will not share such proposal at this time.

22. Q: Have any ridership projections been prepared that can be shared with the bidders?

A: A study prepared by DMR is posted along with this Q and A as an attachment hereto as Exhibit A.

23. Q: Is there demographic data regarding the surrounding area that can be shared with bidders?

A: A copy of the most recent disclosure document prepared by the City containing certain financial and demographic information is posted with this Q and A as an attachment hereto as Exhibit B.

24. Q: Has the City of Bayonne conducted any market research related to the potential demand for ferry service from the Peninsula at Bayonne Harbor by local residents or from a broader market area?

A: None beyond that identified in Q24.

25. Q: Is there any specific creative template in-line with the Peninsula At Bayonne Harbor (*Logo, Colors, Fonts, etc.*) that the operator can incorporate into its marketing and communications creative?

A: None at this time.

26. Q: Will the City be able to connect us with contacts in the City government and within the various local communities to help us inform, market, and promote the ferry to, through and with?

A: Yes

27. Q: Will the City work with the operator on local social media communications to promote the ferry service?

A: Yes

28. Q: What City and local communication channels will be available to the operator to provide information (schedules, etc.) and promotion of the ferry service?

A: Yes, BAY-TV and social media will be available.

29. Q: Will there be the ability to install wayfinding signs around the terminal and beyond including major connecting roads?

A: Yes, subject to applicable laws and zoning requirements.

30. Q: Will the City offer any cooperative funding for marketing or is the cost completely borne by the operator?

A: Redeveloper/Operator will bear the cost.

31. Q: Is there City owned out-of-home advertising channels the operator could access (at no or reduced cost) to promote the new ferry service?

A: The City operates BAY-TV, a government access channel on Ch. 78 of Cablevision or Channel 42 of Verizon Fios

32. Q: What individual weights will be given to the Ferry Services, to the Package Services and to the Tour Services when evaluating our proposal?

A: The priority is (1) Ferry Service, (2) Tour Services, and (3) Package Services.

33. Q: Would there be the possibility of the City of Bayonne funding free transportation to the ferry by either NY Waterway bus service or in partnership with private carriers, rideshare or Transportation Network Companies (TNCs)?

A: No

34. Q: What questions, if any, were submitted prior to the original RFP questions deadline of January 17, 2025, and what were the City's responses thereto?

A: All questions submitted are being answered in this Q and A.

35. Q: Will any subsidies be available from the City of Bayonne or other sources? Specifically, will subsidies be available if ridership does not meet expectations?

A: No subsidies will be available.

36. Q: Will the operator have the authority to implement fare adjustments to maintain the profitability of the service? If so, what are Bayonne's expectations or limitations regarding fare increases? Would an approval process be required prior to implementation?

A: Operator will have the authority to implement fare adjustments to maintain profitability of service.

37. Q: If the service does not achieve profitability within an acceptable timeframe, would there be terms allowing the operator to exit and recover a portion of its investment in the facility?

A: The City will not provide and guarantees although there will be provisions allowing Redeveloper/Operator to exit.

38. Q: Would the awardee's use of the site be exclusive?

A: Yes, the Redeveloper/Operators use would be exclusive. The Redeveloper/Operator may lease out the facilities to others or have partners to offset the cost.

39. Q: Will the parking area be automated / credit card, or will it need to be staffed to sell parking passes?

A: The Redeveloper/Operator may employ whatever system it prefers to operate, manage, and derive revenues from the parking areas.

40. Q: Will there be bike / scooter parking?

A: Yes, there will be a bike rack. Inclusion of a scooter rack is to be determined.

41. Q: Will the lighting in the parking lot be energy efficient? Will the operator be responsible for maintenance of the lighting (e.g., fixing light fixtures, replacing bulbs, etc.)?

A: The City will be maintaining the lighting and pay the electric bill.

42. Q: What size terminal is required?

A: Redeveloper/Operator shall determine size.

43. Q: Exhibit C of the RFP references a "VIRGINIA' CAR FERRY (TO BE USED AS FERRY TERMINAL)":

43a. Q: Does this refer to a certain specification of vessel?

A: The "Virginia" car ferry is a concept to be considered by Redevelopers. The selected redeveloper will be required to provide its own landing vessel and terminal design.

43b. Q: Has the vessel already been sourced and/or acquired? If not, who will be responsible for its procurement and associated costs?

A: See above.

43c. Q: Will the vessel be expected to remain stationary for 100% of the time of the awardee's contract?

A: See above.

43d. Q: What will be the expectations of the awardee regarding this vessel, including but not limited to:

A: See above

43e. Q: Applying for any necessary permissions to place the vessel in the designated location?

A: See above

43f. Q: Outfitting the vessel for service as a terminal?

A: See above

43g. Q: Please provide any other relevant details regarding the "Virginia" car ferry.

A: See above.

43h. Q: What is a "terminal management system"? Does this refer to a specific system (e.g., software or specific protocols) or is it a general reference to the areas to be managed by the operator?

A: It is a general reference.

EXHIBIT A
DMR REPORT



City of Bayonne Ferry Demand Analysis

**CITY OF BAYONNE,
HUDSON COUNTY, NEW JERSEY
JULY 2017**

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Date: July 2017

City of Bayonne

Ferry Demand Analysis

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Image 1: Google Earth, Aerial of the site location

1. INTRODUCTION AND PURPOSE:

The City of Bayonne is perfectly situated in the Gateway Region of Hudson County, New Jersey and lies between Newark Bay and the New York Bay. The City's proximity to New York City has provided Bayonne with multiple New Jersey Transit Bus Lines as well as access to the Hudson-Bergen Light Rail Line. In addition to accessibility to New York City, Bayonne also has access to Jersey City and Hoboken. Bayonne is located along the New Jersey Turnpike which has been undergoing major renovations and improvements along the Bayonne exit 14A to help alleviate traffic and make access into and out of the City easier.

Bayonne is a peninsula that is located between Newark Bay to the West, Kill Van Kull to the South and New York Bay to the East. It is home to the Bayonne Bridge, the fifth largest steel arch bridge in the world and connects New Jersey to Staten Island in New York State. Along the waterfront the City has numerous parks, open spaces, the Bayonne Golf Club, and the 652 acre Military Ocean Terminal at Bayonne (MOTBY). The City lies at the heart of the Port of New York and New Jersey, East of Newark (the state's largest City), and West of Brooklyn.

The City experienced a growth in population between the 2000 Census and 2010 Census increasing from 61,842 people to a population of 63,024 (1.9%). With many residential projects under construction or going through pre-construction approvals the City anticipates a continued increase in their population. Additionally, the New York Metropolitan Transportation Council (NYMTC) projects the population to grow to 64,362 by 2020.

According to the American Fact Finder, of the 63,024 people currently living in Bayonne, about 47% of the population is commuting out of Bayonne on a daily basis. Travel during weekday peak hours are extremely congested causing traffic issues for residents entering and exiting Bayonne. There is a lack of adequate public transportation options for commuters and the existing options are experiencing congestion during peak hours. The recently completed, 2017 Master Plan Reexamination Report identifies promoting or enhancing mass transit. This includes maximizing access to existing transit options, maintaining existing transit lines, and reaffirming the desire for a ferry port in Bayonne.

The City's Master Plan also identifies the Military Ocean Terminal at Bayonne (MOTBY) in the city vision for 2020 as a location for the ferry. The area is planned as a thriving mixed-use center with a deep-water port, ferry, light industrial uses, commercial office space, waterfront residential enclaves, and extensive recreational amenities.

On April 7, 2017, the City of Bayonne Council authorized DMR Architects to undertake the Ferry Demand and Impact Study Analysis. The fundamental premise of the Ferry Demand Study is to identify the potential ridership levels from the MOTBY terminal to Pier 11 Ferry Port in Manhattan. The analysis takes into account several important factors such as: census data, population within walking and driving distance, travel time advantages, income, and commuter's value of time. The goals of this study are to determine if a ferry system would be successful in terms of ridership and to understand what the economic impacts would be to the City of Bayonne.

2. HISTORICAL CONTEXT:

Trans-Hudson Ferries

Ferry service across the Hudson River from points in New Jersey have dated back to the early 18th Century and were powered by sail and oars. By the turn of the 20th Century, the most important ferry routes were operated by the railroads. All of these routes were located along the Hudson River facing Manhattan and were combined railroad terminals and ferry houses.

Prior to the Holland Tunnel opening, ridership was split evenly between the ferry and railroad with both averaging around 150,000 passengers daily. Once the Holland Tunnel, George Washington Bridge, and Lincoln Tunnel opened between 1927 and 1937, both railroad and ferry routes began to see a slip in ridership levels. As the demand for ferries decreased routes became obsolete.

In 1986, with rail and road congestion, Trans-Hudson Ferry services experienced a resurgence. Currently, there are a variety of routes from different points in New Jersey to New York and ferry operators (NY Waterway, BillyBey, Seastreck) are reporting a stable ridership network in operation.



Image 2: Map of the Hudson River ferries to Lower Manhattan, 1879

Military Ocean Terminal At Bayonne

The former MOTBY site is an approximately two mile long, 652 acre man-made peninsula jutting eastward from Bayonne into the New York Bay. Originally designed in the 1930's to be a port terminal to create more industrial and maritime space, MOTBY became a US Navy dry-dock supply center at the beginning of WWII. In 1967, it became a US Army base and considered the largest dry-dock on the Eastern seaboard.

During the 1970's and 1980's, MOTBY continued to be used for military affairs. The peninsula was used as overseas support for personnel stationed throughout the Western Hemisphere. This included the relocation of the Military Sealift Command-Atlantic (MSCLANT), an organization that controls the replenishment and military transport of ships for the Navy. In 1999, MOTBY terminated all military operations.

In 2001, MOTBY was transferred back to the City of Bayonne and in 2002, the peninsula was identified by the Bayonne Local Redevelopment Authority (BLRA) as an area of redevelopment and rebranded "The Peninsula at Bayonne Harbor". This plan envisioned a vibrant mixed-use waterfront community of residential, light industrial, commercial, and recreational space. The ferry service was first envisioned as part of the original 2002 plan. Additionally, in the 2000 Master Plan, the goals and objectives identified a ferry service from MOTBY to Elizabeth and New York City. The 2017 Master Plan Reexamination Report reiterates these goals and objectives.

In 2004, Cape Liberty Cruise Port began operations along the north side pier at MOTBY. Royal Caribbean is the port's primary tenant and sails out of the port year-round to various destinations. Port Liberty has proven to be extremely successful and a second ship was added to the port in 2016. This additional ship has added more jobs, visitors and revenue to Bayonne, proving to be a positive economic impact on the City. Port Authority purchased 130 acres along the waterfront from BLRA in 2010 where the ferry is potentially being cited.

3. CURRENT CROSS-HUDSON FERRY ROUTES:

Currently, New Jersey to New York City passenger ferry systems operate 17 different routes. Ferry terminals are located in Edgewater, Hoboken (3 routes), Jersey City (8 routes), Weehawken (3 routes), Atlantic Highlands, and Belford. All of these routes are Cross-Hudson with access to one or all of the following terminals in New York (W. 39th St., Pier 11, and World Financial Center).

Through census data, The Port Authority of New York and New Jersey have

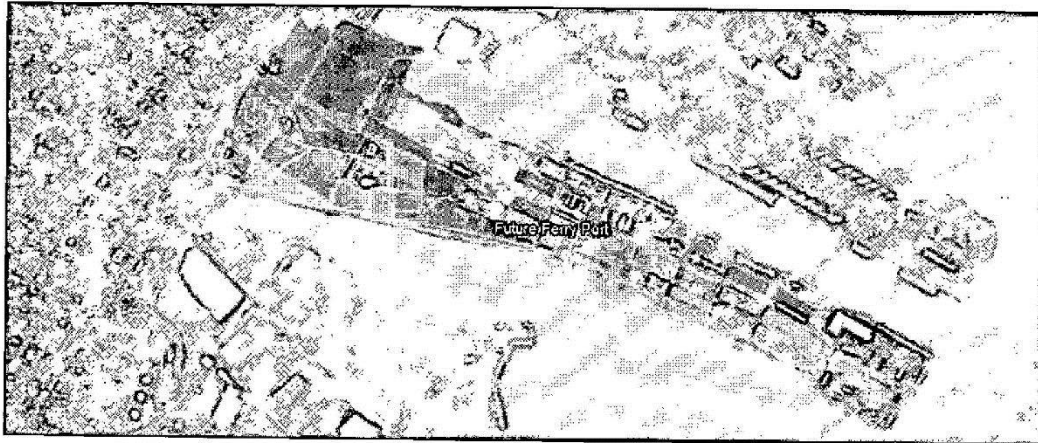


Image 3: Aerial Image of MOTBY

found the core-market for these existing routes are commuters living close to the waterfront and pier facilities. In addition, PANY/NJ's analysis shows that employment of ferry passengers is concentrated in the Lower and Midtown Manhattan Central Business Districts.¹ The analysis shows a strong correlation between passenger ridership and employment growth, specifically in the finance and business services sectors. During the recession (Dec. 2007-June 2009), ridership levels experienced a decline. BillyBey Ferry Co. (ferry operator) reported a 10% decline in the first two months of 2009, further supporting the correlation between employment and ridership. The economy has since recovered and ferry service has continued to grow. The new Rockaway, Queens ferry service was started on May 1, 2017 with six ferry lines that will eventually link Manhattan, Queens, Brooklyn, and the Bronx. As of July 10, 2017, an experimental ferry will be running out of Glen Cove, NY to Long Island City to help alleviate commuter traffic during Amtrak construction.

4. DEMOGRAPHICS & POPULATION

As of July 1, 2015 the City of Bayonne had a population of 63,024 and a population density (per sq. mile) of 11,141 (NYC population density is 25,000 per sq. mile). Between the 2010 and 2015 US Census, the City of Bayonne experienced an increased population of 5.2%. Of this population:

- 13.2% is 65 years and over;
- 22.5% of the population is under 18 years;
- 6.1% is under 5 years;
- 52.2% of the population is Female.

According to the 2015 American Community Survey, the median household income for the City of Bayonne is \$54,413, which is lower than Hudson County (\$60,530) and the state of NJ (\$72,222).

The North Jersey Transportation Planning authority (NJTPA) has created forecasts for the City of Bayonne in 5 year increments starting in 2015 and ending in 2040. The population projection predicts the City to continue growing over the next 35 years. In 2020, the city is expected to have a population around 64,362 with 25,784 households. In 2025, the population is expected to reach 66,370 and 26,585

¹ Interagency Study of Regional Private Passenger Service: Final Report. Rep. no. 15429. N.p.: Port Authority of New York and New Jersey, 2011. Print.

2015 Incomes for the City of Bayonne

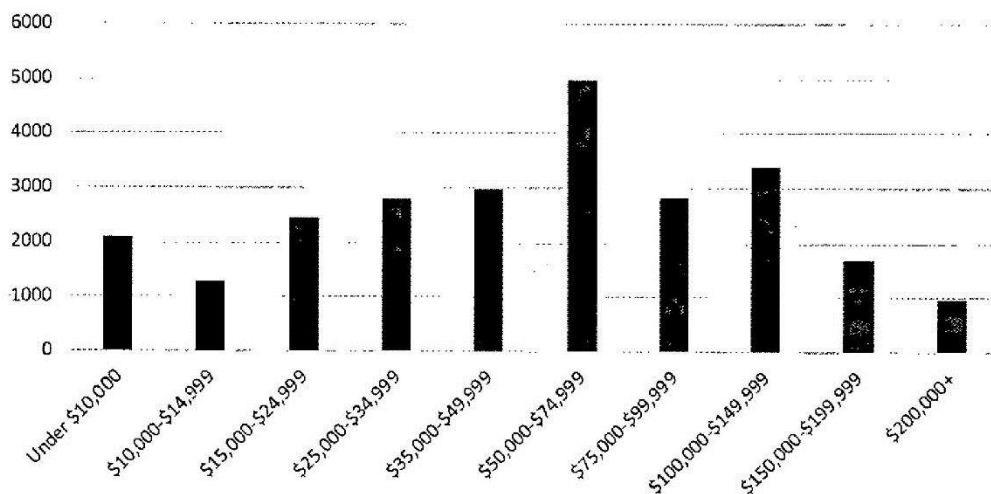


Image 4: Source- American Community Survey, 2015 Incomes for Bayonne, NJ

City of Bayonne Population Forecasts

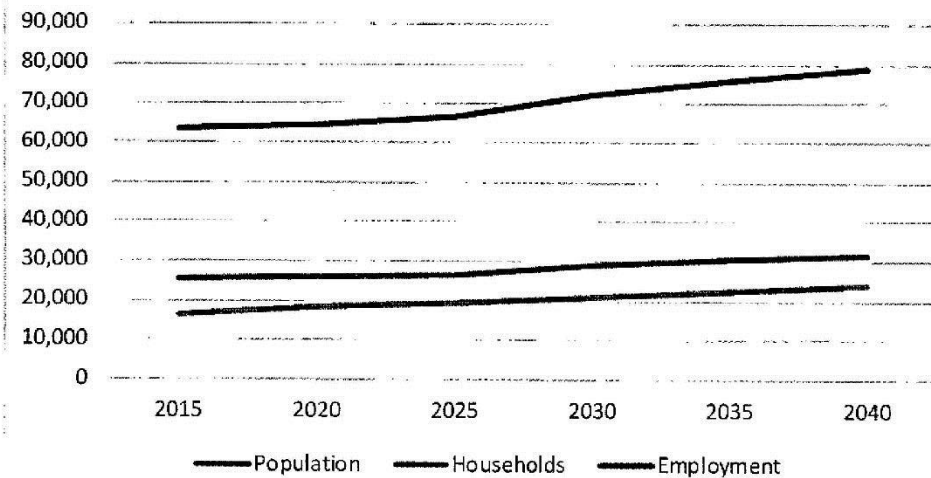


Image 5: Source- NJTPA, Official population forecasts in 5 year increments

households. In 2030, the city is estimated to have a population growth to 72,129 and 29,064 households. The population projection indicates the City will continue to have a steady growth and can assume this growth will also occur with commuters and those using the ferry.

5. ANALYSIS OF BAYONNE RIDERSHIP

According to the 2013 Citywide Ferry Study, the NYCEDC (New York City Economic Development Corporation) indicated that in order to determine if a potential ferry service will be successful, a preliminary analysis should look into the following factors²:

- **Daily Commute:** This represents the number of commuters daily to determine weekday service. Minimum levels of existing commuting patterns to major destinations is crucial. These existing patterns need to exist to determine if a ferry service is viable.
- **Proximity to Competing Existing Transit Service:** There are several sites near MOTBY with competing transit modes. An analysis has been done to compare travel times, frequency, and location to determine the competitiveness of the ferry service.
- **Physical Limitations of the Site:** The physical attributes of the MOTBY ferry site had to be analyzed which included passenger accessibility, parking availability, and water depth.
- **Potential for Network Connectivity:** The possibility of creating multiple stops has been explored to provide incentives for operators. This could impact travel times and cost.

Additionally, the April 2011 the "Inter-agency Study of Regional Private Passenger Ferry Services in the New York Metropolitan Area" completed by The Port Authority of New York and New Jersey, analyzed both past and present ferry routes. This study concluded ferry routes that have survived throughout the years have maintained a minimum daily ridership of 400 riders.³ This benchmark represents the approximate number of daily riders that would support ferry service from Bayonne.

Daily Commuters

There are several factors that go into studying potential ridership levels for a Bayonne Ferry service. The first step in analyzing the commuter data is to use the US Census Data in order to determine the number of residents coming from Bayonne who commute each day to a destination below

² Comprehensive Citywide Ferry Study: Final Report. Rep. N.p.: New York City Economic Development Corporation, 2013. Print.

³ Interagency Study of Regional Private Passenger Service: Final Report. Rep. no. 15429. N.p.: Port Authority of New York and New Jersey, 2011. Print.

14th Street in Manhattan. PANY/NJ has determined commuters using the Pier 11 Ferry would most likely be traveling to a location below 14th Street. Any location above 14th Street is considered too far from Pier 11 for a commuter and would most likely result in the use of a different ferry port for their commute.

Once the location commuters will be traveling to has been determined, the Census Transportation Planning Products (CTPP) was referenced to find the actual number of commuters traveling daily. The CTPP used all of the Census Tracts (small geographic areas between 2,500 and 8,000 persons) in Bayonne and all of the Census Tracts below 14th Street in Manhattan and found that there are 1,161 commuters daily coming from Bayonne to Manhattan. Ridership potential was then drawn from the surrounding area identified as the future ferry location in Bayonne (origin port) and three market areas surrounding Pier 11 (destination port).

Both areas surrounding the origin port and destination port were broken down into three sub-markets based on distance from the ferry port. These sub-markets are defined as the **Primary Market** which is the closest area to the ports and within a 10 minute walking distance, the **Secondary Market** is the areas that are mid-range from the ports which are out of the 10 minute walking range, and the **Extended Market** which is the furthest areas from the ports and will most likely use another form of transportation to get to the port (shuttle, light rail, personal vehicle, etc.).

Proximity to Competing Existing Transit Options

In comparing competitiveness of existing commuter options to a potential ferry system at MOTBY, there are two major public transportation options for Bayonne commuters; New Jersey Transit bus and light rail.

The two bus lines most frequented by commuters are the New Jersey Transit 119 and 120 bus routes. The 119 bus operates seven days a week, while the 120 bus operates only during peak hours Monday through Friday. In comparison to a potential ferry, the two bus options have a longer travel time, but are less expensive. The bus routes require an approximate 1 hour commute time to the Port Authority with a \$4.50 one way fare while a ferry service would take approximately 20 minutes but would cost approximately \$13.00 for a one way fare⁴. Given the cost and time difference there would likely not be as much of an overlap in the type of commuters.

On the other hand, the light rail has a similar commuter profile to a potential ferry operation and would be a more equal comparison. The light rail in Bayonne (Hudson-Bergen Light Rail) has four stops, 8th St., E 22nd St., E 34th St., and E 45th St. One of the biggest complaints amongst

⁴ The city of Bayonne believes with the Special Improvement District the cost could be brought down to \$12.00 for a one way fare. This would increase ridership from 490 riders to 723 riders.



Image 6: Existing light rail stops in Bayonne

Bayonne commuters is the overcrowding on the light rail during peak commuting hours. In addition, the 2017 Master Plan Reexamination Report recommends the need to expand the transportation network in Bayonne as a main objective, making the addition of a ferry service to the transportation network aligned with the City's vision.

The 34th Street Light Rail station is located a little over a mile to the future Bayonne Ferry Port and the fares would be relatively similar with \$8.00 for a one way ticket with light rail verse \$13.00 for a one-way ticket for the ferry. These commuters share a comparable demographic profile. Considering these similarities, an analysis was conducted using the 34th Street station as the existing "best option" for Bayonne commuters. The data collected for the best existing option was then compared to the data for the potential ferry route to help determine which commuters will be more likely to use.

A commuter taking the existing "best option" would begin their commute using the light rail station located on 34th Street in Bayonne. The commuter would then transfer at Exchange Place in Jersey City to the PATH and take the PATH to the World Trade Center (WTC). Finally, the commuter would take the subway from Chambers St. to the subway stop on William St. and Pine St. in New York City, which is within walking distance of Pier 11. When traveling from the primary market in Bayonne and traveling

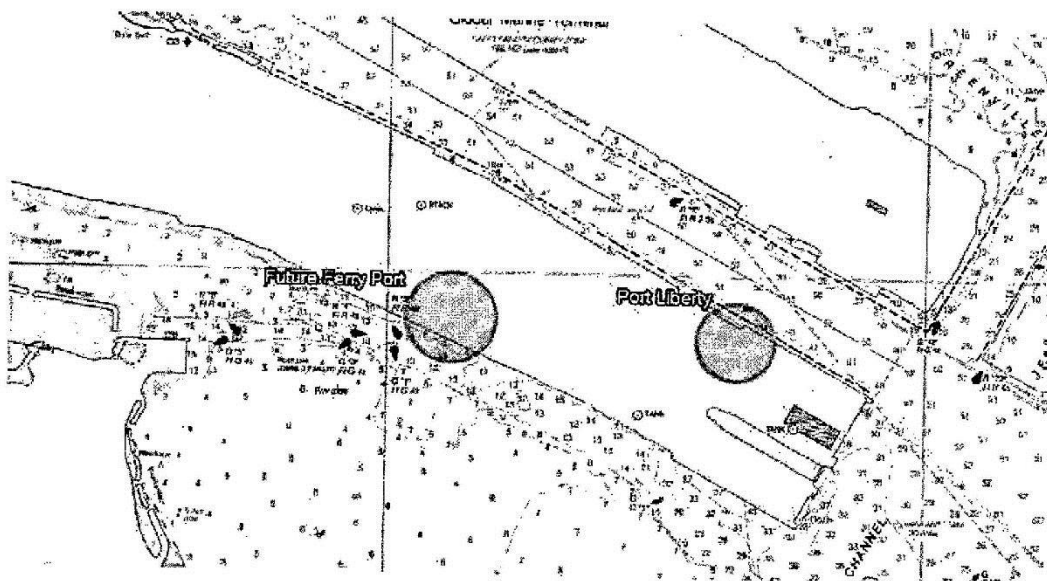


Image 7: NOAA Water Depth Chart for MOTBY

to the primary market in the NYC, total travel time is approximately 57 minutes with multiple transfers.

Physical Limitations

The Bayonne Ferry Port is expected to be located on the southern coast of the MOTBY site however, there is currently no ferry landing. On the north side of the site there is the Cape Liberty Cruise Port (Port Liberty), a port used by Royal Caribbean Cruise lines. Port Liberty was developed in 2014 and has been widely considered a success. The City reports, the proposed ferry location has been observed by an engineer that has stated the water depths are sufficient for a ferry port. There are currently several physical limitations to acknowledge with the proposed ferry port:

- A bulkhead or a pier would have to be constructed to accommodate the future use of a ferry.
- No existing parking on the site dedicated for the ferry port, however, the existing parking lots will be upgraded and reconfigured to accommodate the ferry commuters.
- Additionally, plans call for bus and shuttle drop off zones for residents in larger developments, Staten Island commuters, and light rail users.

The tremendous success of the Cape Liberty Cruise Port proves that any physical limitations can be overcome.

Potential for Network Connectivity

NY Waterway, who operates ferries out of 16 terminals throughout New York and New Jersey, and has previously stated publicly that they are considering the opportunity for a commuter ferry from Bayonne to Staten Island to West 39th Street. The City of Elizabeth has also expressed interest in connecting a ferry route with Bayonne. There is also potential for connectivity on a route through the Staten Island

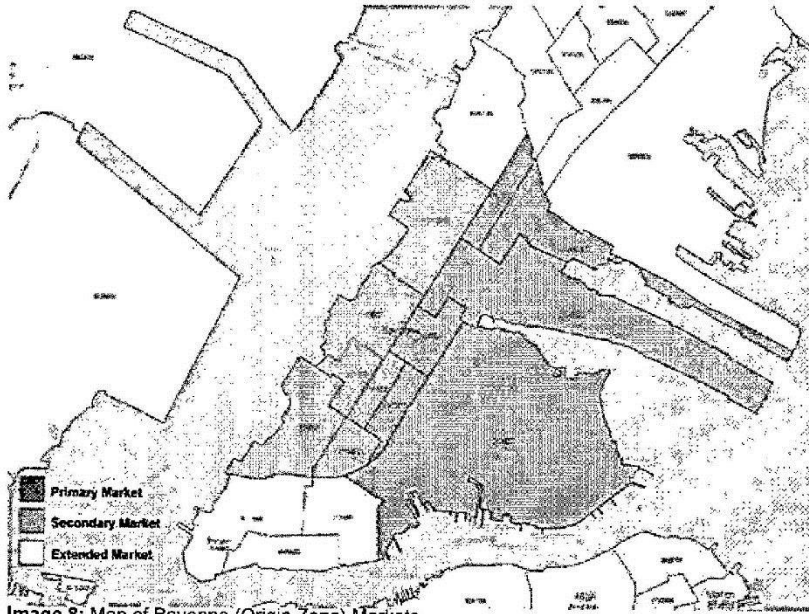


Image 8: Map of Bayonne (Origin Zone) Markets

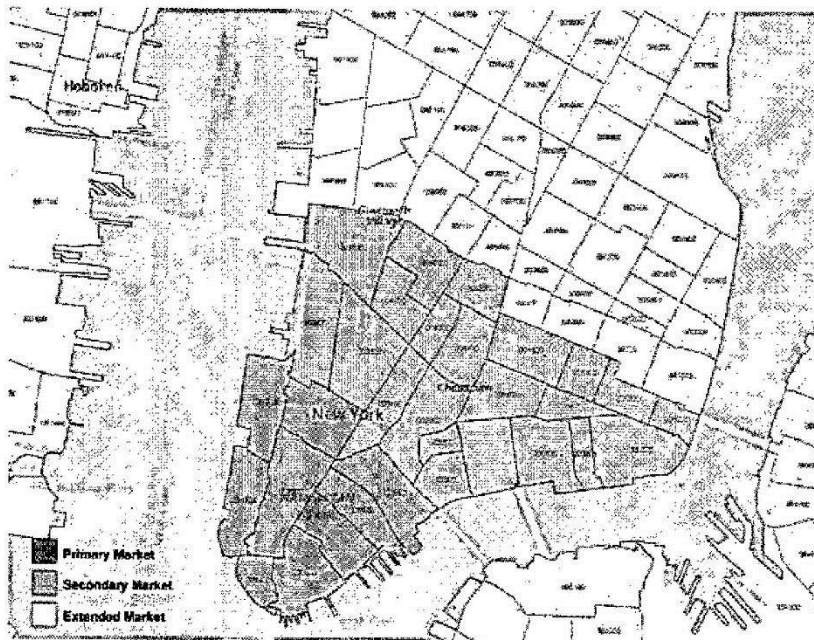


Image 9: Map of Manhattan below 14th Street (Destination Zone) Markets

Ferry and the other routes along the NJ Coast but they would have to be further explored with NY Waterways or other ferry operators and adjacent municipalities.

6. RIDERSHIP POTENTIAL

The PANY/NJ study defines a successful ferry operation as having a minimum of 400 daily riders.⁵

To determine which mode of transportation will be chosen over the other by commuters in Bayonne a matrix (Appendix B) was set up comparing the cost of each mode, the length of time that will be spent commuting, income levels, and where commuters are traveling to.

Cost, time, and income have a direct correlation with projecting which mode of transportation commuters will choose over the existing "best option". Each income level has a different value of time and when calculating the cost of each mode a commuter's value of time must also be considered. Higher income levels have a higher value on time and are more likely to chose a faster mode even if the cost may be higher. On the other hand, lower income levels have a lower value on time and will pick the mode that will cost less, but may require a longer travel time.

Bayonne was stratified into three different median personal income levels that were used to determine commuter's value of time (Appendix B). The three income levels used were \$40,800, \$54,000 (City of Bayonne's median income), and \$74,000. These levels were developed from US Census Data showing the range of income levels among residents of the city. A percentage of each median personal income level is used to help determine the number of riders that will chose the option of a ferry over the existing "best option".

Using the estimated value of time, a table was composed with input from PANY/NJ, which identified these sub-markets based on Primary, Secondary, and Extended markets that were developed based on the distance from the proposed Bayonne Ferry Port. (Appendix B)

Both Bayonne and New York City were broken down into these three markets areas. Based on the existing number of commuters (1,161); wait times, transit time, and total fare, the table calculated the "generalized cost" for each income group factoring the rider's value of time and actual cost per trip. This chart was created for the existing "best option" and the ferry and were compared.

Access, transfer, wait, and egress time were estimated at about 5 minutes and additional time added for walking from one point to another

⁵ Interagency Study of Regional Private Passenger Service: Final Report. Rep. no. 15429. N.p.: Port Authority of New York and New Jersey, 2011. Print.

was also added into this time estimate. Walking time was calculated by estimating on average a person will take 20 minutes to walk 1 mile. Each of the three markets for the existing "best option" in Bayonne was measured from the 34th Street Light Rail Station and the proposed dock location was used for the ferry route. Since, the zones are larger one general point for each market area was chosen as the starting point and used through all of the comparisons to maintain consistency in the study.

Primary Market

There are a total of 384 commuters currently coming from this market in Bayonne daily. This market is the closest to the future ferry and is expected for major population growth in the near future. Over 900 market rate residential units within walking distance of the proposed ferry site have received final site plan approval and are scheduled for construction this Fall. It is anticipated that this will dramatically increase the overall numbers of commuters in the primary market. These commuters are all traveling to locations below 14th Street in New York City. Based on the calculations and the value of time for each income group, the primary market is expected to have 163 existing commuters chose the ferry over the existing train route.

Secondary Market

There are a total of 529 commuters coming from the secondary market and traveling to NYC daily below 14th Street, which has been identified as the market boundary for Pier 11. Based on the chart and the value of time for each income group, this tract is expected to have 223 commuters chose the ferry over the existing train route. Additionally, this area is experiencing growth with 300 residential units under construction with expected completion dates in the Summer of 2018. Construction is also set to begin for a 220 residential building this fall with completion early 2019.

Extended Market

There are a total of 248 commuters coming from this zone daily and traveling to NYC to areas below 14th Street. Based on the chart and the value of time for each income group, this market is expected to have 104 commuters chose the ferry over the existing train route.

7. FINDINGS

Of the overall 1,161 commuters traveling from these three markets in Bayonne and ending in the three markets in New York City an estimated 490 (42%) of commuters are expected to pick the new ferry option. This is due to the shorter travel time, which creates an advantage over the existing "best option".

Although the travel time for the ferry is never more than the existing train, commuters will tend to pick the ferry over the existing "best option"

route because of the travel time advantage. As the zones become further from the proposed ferry pier and the travel time advantages are lessened, commuters will begin to pick the transit option that costs less. Based on this, the consideration of an area incorporated for parking at the proposed Bayonne Ferry Port would be critical to maintain strong ridership numbers.

At the request of PANY/NJ, this analysis only accounts for the commuters that live in Bayonne. There is potential for additional ridership from adjacent municipalities and commuters traveling along the NJ Turnpike to access and use the proposed Bayonne Ferry. With the addition of a parking lot, the ferry port could create a unique park and ride facility for commuters outside of the Bayonne and drive daily ridership numbers up.

As discussed, the city's population is expected to grow steadily through 2040 with an approximately 3.1% population increase occurring every 5 years. If the population continues on this steady climb, the commuter market is expected to grow in a similar pattern. Using the current 1,161 total commuters with 490 projected commuters using the ferry and calculating the same 3.1% increase as the population there will be 1,196 commuters total with 527 of those commuters choosing the ferry in the next five years.

Port Liberte located in Jersey City, provides the closest comparison to a Bayonne Ferry system. Port Liberte runs one ferry that goes exclusively to Pier 11. The port is located approximately 3 miles north of the proposed Bayonne Ferry Port and would likely have a similar travel time of 17 minutes with a \$13.00 one-way fare. The ferry is operated by NY Waterway and takes 15 trips daily and each trip uses a 97 person capacity vessel to accommodate the 163 commuters during weekday AM Peak and Mid-day hours, the ferry is considered to run successful routes with steady ridership.

According to the NJ Transit Ferry Customer Study Report from June 2014, several of the ferry operators experience ridership levels similar to the projected ridership for Bayonne commuters.⁶ The following are the total number of riders during the weekday AM peak hours (6:00 am-10:00 am) and midday hours (10:00 am-3:30 pm). Almost nine in ten riders that use the ferry service for their outbound trip will use the ferry for their return trip.

NY Waterway

- Edgewater to W. 39th St. Total of 332 riders;
- Port Imperial to World Financial Center (WFC) Total of 211 riders;
- Port Imperial to Pier 11 Total of 417 riders;
- Hoboken 14th St. to WFC Total of 224 riders.

⁶ Clarion Research. Ferry Customer Study Report: Final Report. Rep. N.p.: NJ Transit, 2014. Print.

BillyBey Ferry Co.

- Paulus Hook to W. 39th St. Total of 355 riders;
- Liberty Harbor to Pier 11 Total of 297 riders;
- Port Liberte to Pier 11 Total of 163 riders.

The Ferry Customer Survey found that most customers (72%) travel during AM Peak hours and overall ferry satisfaction is a 7.8 on a scale 0-10, with 10 being completely satisfied.

8. FUTURE OF BAYONNE AND FERRY SERVICE

Bayonne has been actively trying to develop the MOTBY site for decades. In 2004, The Peninsula at Bayonne Harbor plan was released which aimed at creating a world class mixed-use development on over 40 acres of the site. The plan identifies the vision for the Peninsula by establishing the land use patterns and the on-site transportation system including a ferry service. At full build out the Peninsula could potentially have:

- 6,700 housing units
- 1.5 million s.f. of office space
- 345,000 s.f. of retail space
- 750 hotel rooms
- 465,000 of entertainment and cultural space
- 245,000 s.f. of civic space

With the increase in population and amenities at The Peninsula, the plan recognizes an increase in trip generations and expects 25% of this new population would utilize public transportation. The Bayonne ferry could be located in close proximity to thousands of new units and create an entirely new customer based.

Development in MOTBY

- The Bayonne Bay District has been partially developed in the Northwest corner. Harbor Pointe is a 544 residential development and has been occupied since 2009. (Image 10)



Image 10: Harbor Pointe residential development

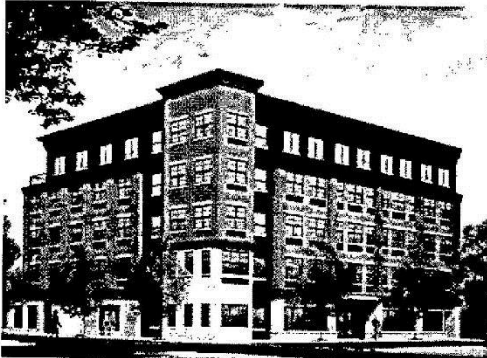


Image 11: Hudson Flats 38-unit rental building



Image 12: 19 East 138-unit rental building expected to be completed in 2018

- In January of 2017, the City passed a 30 year tax abatement project by Boraie Development that will feature between 500 and 850 residential units. The construction of this project is expected to be built in phases with the first phase expected to bring 150 residential units in a four to five story building. This project will be located East of the Harbor Pointe project on Bayonne Bay East. The following two phases will be built depending on the success of the first phase.
- JMF Properties was selected by the City of Bayonne as the developer for a portion of the MOTBY site. The 16-acre portion of the planned Harbor Station South project will be comprised of sale townhomes and "carefully-curated" retail uses.
- Atlantic Realty site plan has been approved by the City for 525 residential units.
- Gupata Developers has been approved for an 80 unit residential project.
- The Royal Caribbean cruise port will expand from 80 trips to 105 trips yearly with over 600,000 passengers many from the New York area.

Development Beyond MOTBY

Beyond the development in MOTBY there are many projects occurring within Bayonne that could also effect the City's population and the ridership market.

- The redevelopment of the Texaco site is expected to bring 1,200 residential units, recreational facilities, and other amenities. The project will be completed in phases with the first phase building approximately 300 residential units.
- 304 Broadway or the Hudson Flats was recently completed and contains 38 residential units in a five-story building. (Image 11)
- Barnabas Health at Bayonne is a three-story 80,000 s.f. medical facility that will offer 24/7 emergency services, imaging center, and a retail pharmacy.
- 19 East, a six-story 138 unit apartment building near the 22nd Street Light Rail station. The project broke ground in February 2017. (Image 12)

- 46th Street and Broadway, the site plan has been approved and existing buildings are being demolished to make room for this 10-story building with 91 apartments.
- 678-688 Ave. E, a five story, 65-unit residential project located near East 43rd St. Plans were approved by the City's Planning Board in early 2017.
- 477-481 Broadway is slated to contain 80 residential units and ground floor retail space.
- 222 Ave. E, 70-unit and 74 feet tall at the former site of a fuel oil company and just yards away from the 22nd Street Light Rail Station.
- Skye Lofts South, 90 unit, six-story project also located near the 22nd Street Light Rail Station with parking for every unit.
- Skye Lofts North, will feature 100 units in this six-story building with equal amounts of parking.
- South Cove, adjacent to MOTBY, has site plan approval from the City for a full service hotel with 135 rooms with an additional 60 residential units.

Over the next year City officials estimate 1,000 new residential units in the city to come on line. Over the next five to six years that number is expected to increase to around 2,000 to 3,000 residential units. The increase in units will likely result in additional commuters to further support the ferry system.

9. SURVEY AND COMMUTER INTERVIEW RESULTS

In order to help determine the demand for a commuter ferry from Bayonne to Manhattan an on-line survey was conducted. Over the week of April 24, 2017 the survey was available on the city's website, this survey was accessible for a month and there were a total of 1,778 responses. The survey featured 16 multiple choice questions, which helped to understand existing commuting patterns and commuters satisfaction with their current options. (Appendix A)

Overall, the respondents came from Bayonne (94%) and commuted to work (93%). A one-way daily commute lasted 30 to 60 minutes for 43% of respondents and over 60 minutes for 36% and 52% used more than one mode of transportation. Only 4% said they were satisfied with their current commute transportation and 45% replied as very dissatisfied. Also, 62% of those surveyed said they are very dissatisfied with the length of their current commute.

On average, 49% of commuters spent between \$5.00-\$10.00 on their

daily commute one way. Many of the respondents (58%) indicated they use public transportation but do not pay for parking.

The second half of the survey asked questions regarding ferry usage. The general consensus is that those surveyed and would use a ferry service.

- 42% are extremely likely to take the ferry if the commute time is 15 minutes less and costs more;
- 35% is extremely likely to take the ferry if the ferry took 15 minutes longer but cost less;
- 64% is extremely likely to take the ferry if commute time is equal or better and the cost is the same;
- The respondents also indicated they are extremely likely (52%) to use the ferry during off peak commuting hours for recreational activities;

During the week of June 12, 2017, nine different groups interviewed commuters during AM peak hours at all of the Light Rail stops in Bayonne. The interviews were conducted at the 34th, 22nd, and 8th Street light rail stops in Bayonne. A total of 155 commuters were interviewed (Appendix C). Similar to the survey results, the majority of customers reported paying between \$10.00-\$15.00 for a one way trip. Commute times ranged between 45 minutes to 1 hour and 15 minutes with multiple transfers. Of the 155 commuters surveyed 110 said they would use the ferry, once again supporting the potential ridership for a Bayonne ferry.

10. CONCLUSION

The City of Bayonne is experiencing the beginnings of a development boom and is projecting the addition of approximately 1,000 units by the end 2017. The growth is expected to continue and another 2,000-3,000 units being built over the next five to six years. Development is occurring throughout the City and the addition of another transportation option will help alleviate the existing options that are experiencing overcrowding during peak hours. It is important for the City to plan for the future with the new ways to accommodate the existing and future commuters in the coming years.

A Bayonne Ferry will create a more convenient commuter experience for residents with fewer transfers, shorter wait times, and shorter walking distances between the ferry and other transportation modes. Traditionally, ferry's are looked at by commuters as a more comfortable commuting experience, since it provides views, fresh air, and more space per person, and seat availability. In a time where digital connection is essential, ferry riders spend all of their time above ground allowing riders the ability to

stay connected for their entire ride. A ferry is an overall more enjoyable way to commute.

In April 2011, The Port Authority of New York and New Jersey report looked into the existing and past ferry routes data identifying the characteristics of a successful ferry route. According to this report, the routes that have continued operating have on average of 400 daily riders⁷.

The ridership projections for this study takes into account the cost of the ferry, travel time, and the commuter's value of time based on three different income levels in the Bayonne. This information was then compared to the data from the light rail which was described as the existing "best option". Following this model, approximately 490 of the 1,161 commuters will chose the new ferry route over the existing "best option". The comparable Port Liberte Ferry to Pier 11 has 163 riders during AM peak and midday weekdays a much lower number than the projected 490 daily commuters from Bayonne to Pier 11.

The on-line survey and commuter interviews provided real insight into the publics interest in a new ferry system. The results indicate that commuters and residents of the City are very interested in the new ferry option and are likely to pick this option over what they are currently using. The survey also indicated that many people are likely to use the ferry outside of their daily commute and would use the ferry for recreational activities.

The addition of a ferry would be beneficial to the City in that it would alleviate traffic on the roads and help the congestion that currently exists on the public transit lines. In addition, the ferry could act as an additional evacuation route during emergencies. For example, following Hurricane Sandy, while subways were not operating the East River Ferry was returned to service and reconfigured to serve twice its normal capacity.

Developers generally view ferry service favorably and the Bayonne Ferry could help drive waterfront development. The implementation of a ferry service would further support the proposed commercial and residential development in MOTBY. This is evidenced by the New York City Economic Development Corporation's (NYCEDC) City Wide Ferry Study 2013 (CFS2013) which found an 8.0% increase in residential property values within 1/8 mile of the East River Ferry stops in Brooklyn and Queens.⁸ All residential properties within one mile of a ferry stop in Brooklyn and Queens, ferry service increased total property values by \$500 million. The CFS2013 also confirmed that the ferry service has a positive impact on the pace of development.

⁷ Interagency Study of Regional Private Passenger Service: Final Report. Rep. no. 15429. N.p.: Port Authority of New York and New Jersey, 2011. Print.

⁸ Comprehensive Citywide Ferry Study: Final Report. Rep. N.p.: New York City Economic Development Corporation, 2013. Print.

The City of Bayonne has commitments through various redevelopment agreements from private developers to offset the costs for any needed improvements. The City is also in the process of creating a Special Improvement District (SID) that would operate shuttles from the MOTBY residential projects to the proposed ferry port in Bayonne. The City hopes the creation of the SID could also help to support costs of the ferry service and subsidize fares for commuters.

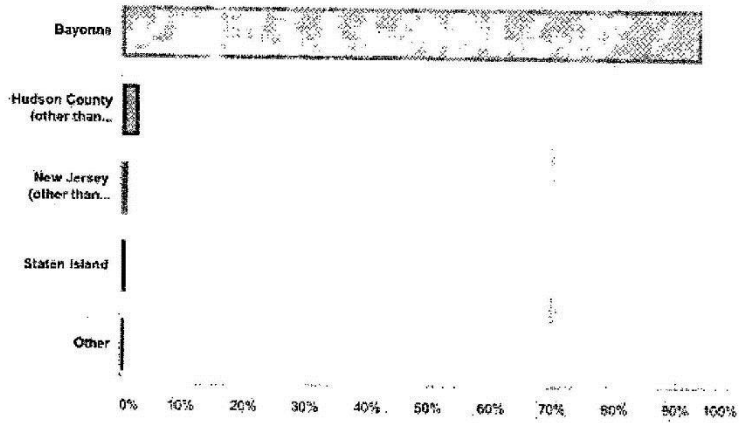
In conclusion, using the ridership projection model the City of Bayonne would have enough daily riders to support a successful ferry. The City expects the existing development patterns to continue, which will further sustain the ferry. Additionally, the survey responses and commuter interviews, reinforce the support of a ferry in Bayonne. Based on data, projections, survey and interviews this report concludes that the City of Bayonne could support a stable passenger ferry system based on similar projections of other existing ferry routes. The ferry would serve as an asset to the city for future development and serve a major component in the regional transportation system.

Appendix

APPENDIX A - Online Survey Results

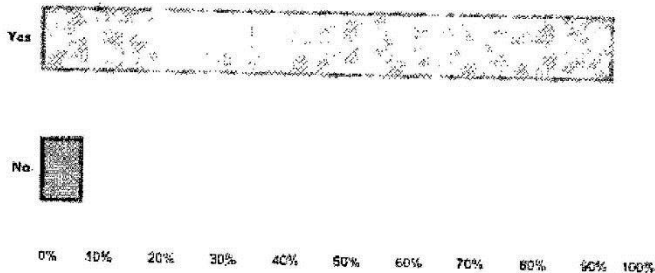
Q1 Where do you live?

Answered: 1,777 Skipped: 1



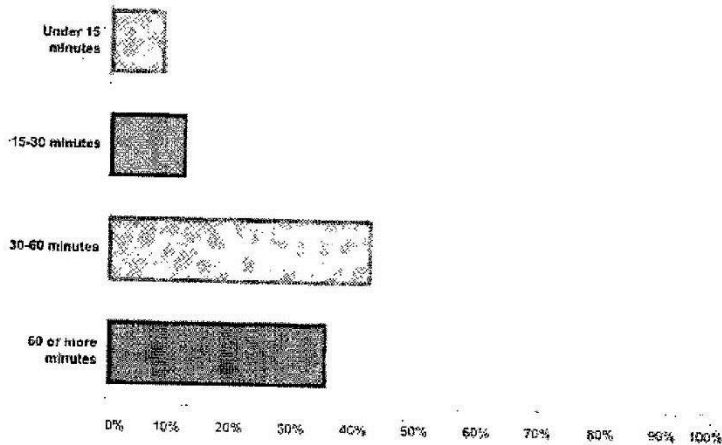
Q2 Do you commute to work?

Answered: 1,708 Skipped: 10



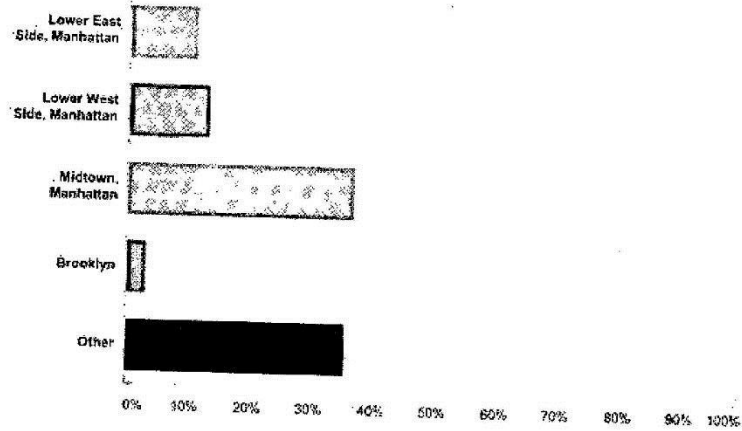
Q3 How long is your commute to work one way?

Answered: 1,722 Skipped: 56



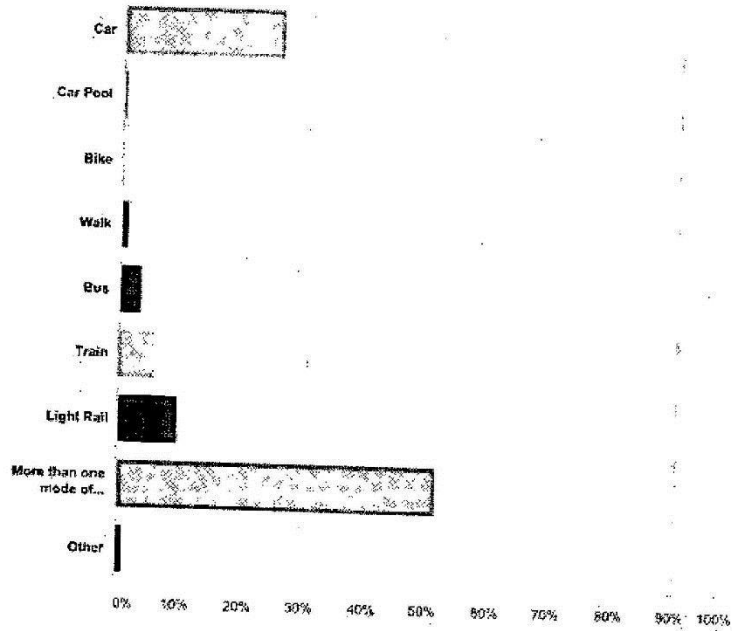
Q4 Where do you work?

Answered: 1,738 Skipped: 40



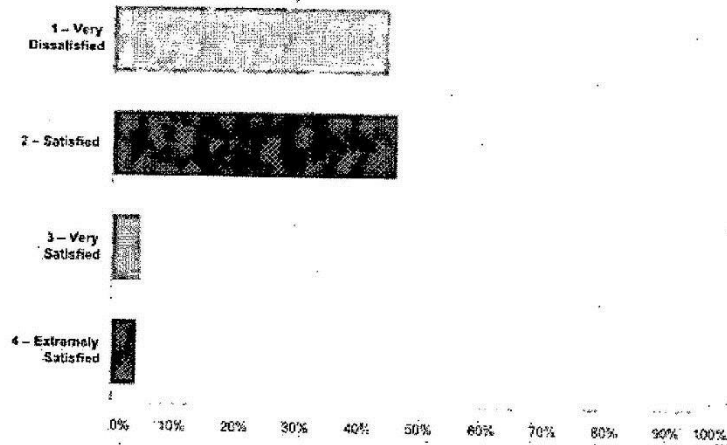
Q5 How do you commute to work?

Answered: 1,749 Skipped: 33



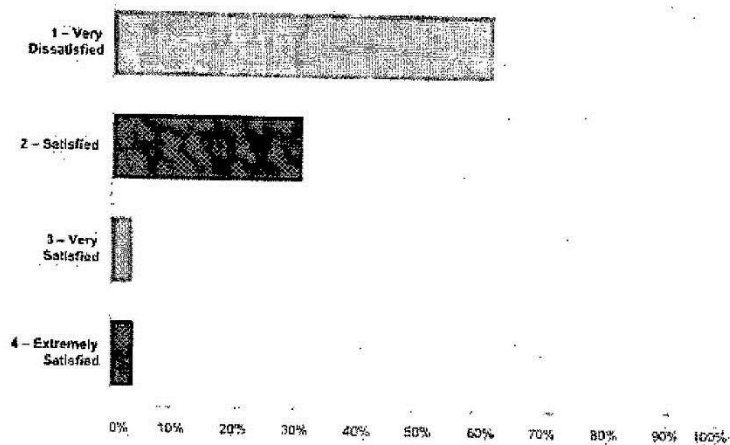
Q6 How satisfied are you with your current commute transportation?

Answered: 1,736 Skipped: 42



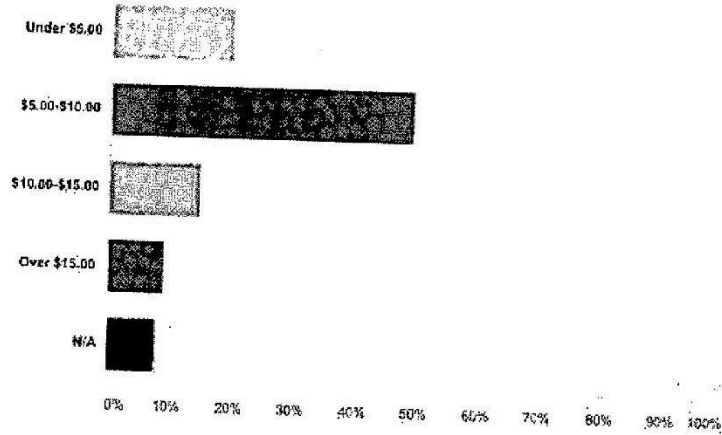
Q7 How satisfied are you with the length of your commute?

Answered: 1,734 Skipped: 44



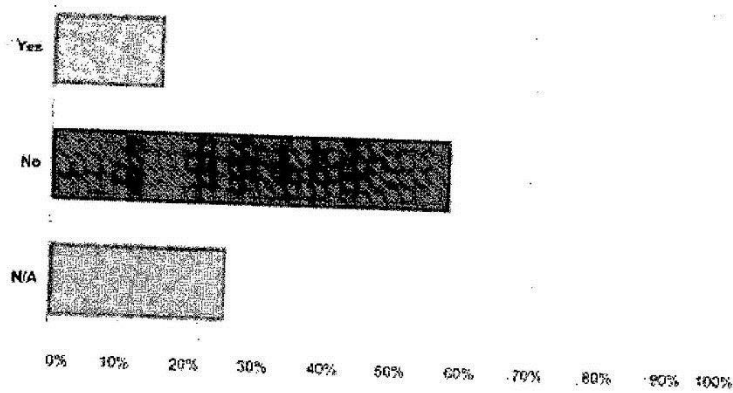
Q8 How much do you currently pay for a one-way trip to work (excluding parking)?

Answered: 1,735 Skipped: 43



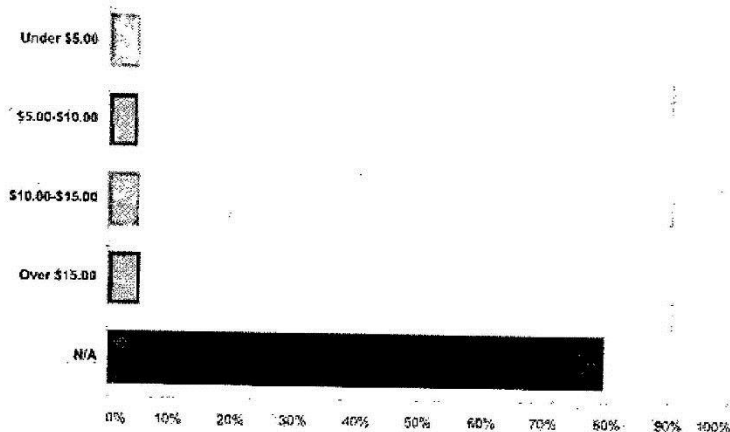
Q9 If you use public transportation for your commute, do you pay for parking?

Answered: 1,728 Skipped: 50



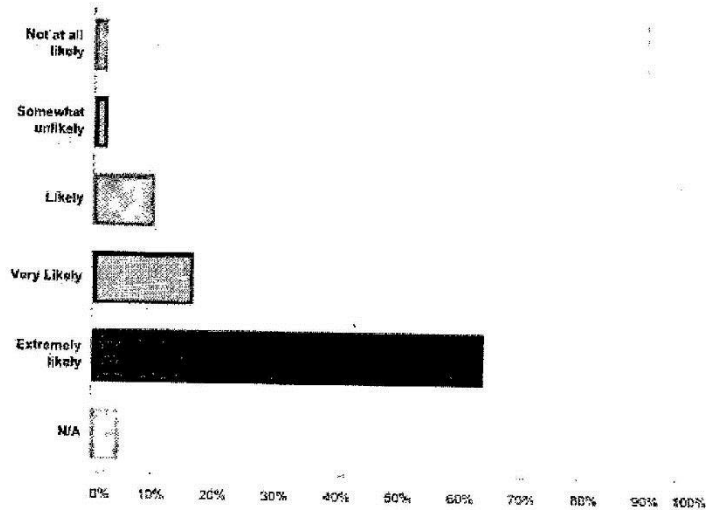
Q10 If yes, how much do you pay for parking daily?

Answered: 1,699 Skipped: 179



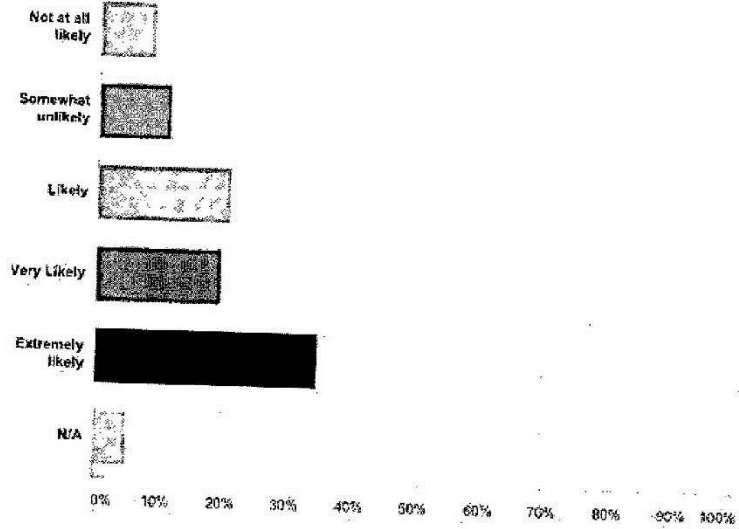
Q11 How likely is it that you would use a ferry from Bayonne if the commute time is equal to or better than your current commute and the cost is the same?

Answered: 1,745 Skipped: 32



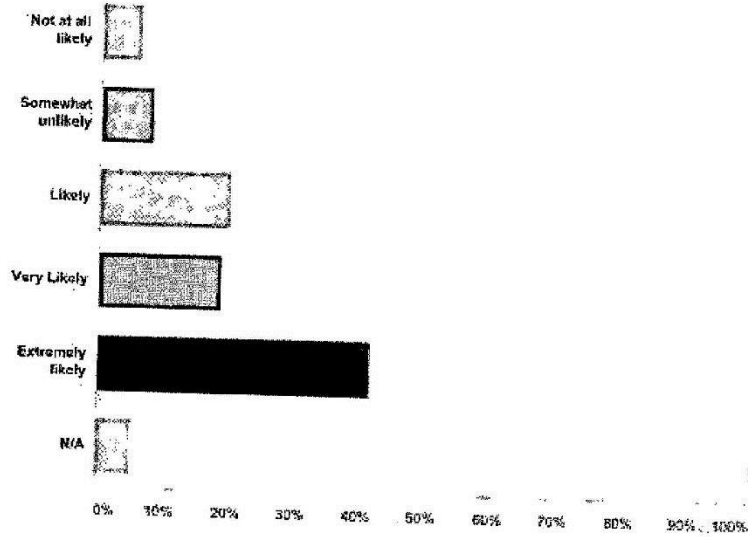
Q12 How likely is it that you would use a ferry from Bayonne if the commute time is 15 minutes more than your current commute but the cost is the less?

Answered: 1,733 Skipped: 25



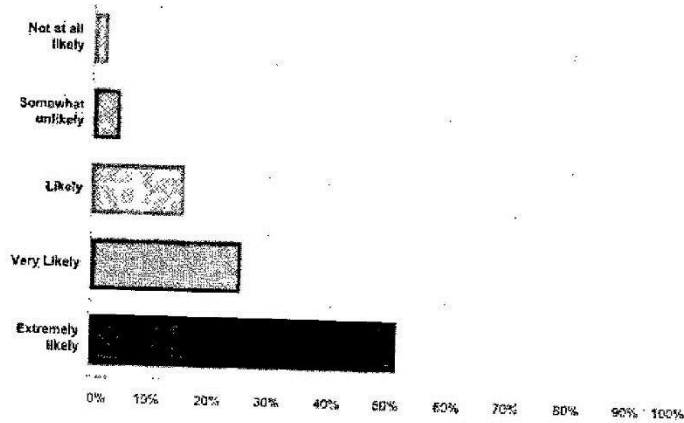
Q13 How likely is it that you would use a ferry from Bayonne if the commute time is 15 minutes less than your current commute but the cost is more?

Answered: 1,736 Skipped: 42



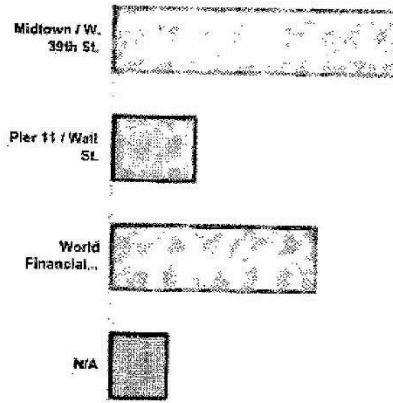
Q14 How likely are you to use a ferry from Bayonne on the weekend or for recreational purposes?

Answered: 1,758 Skipped: 0



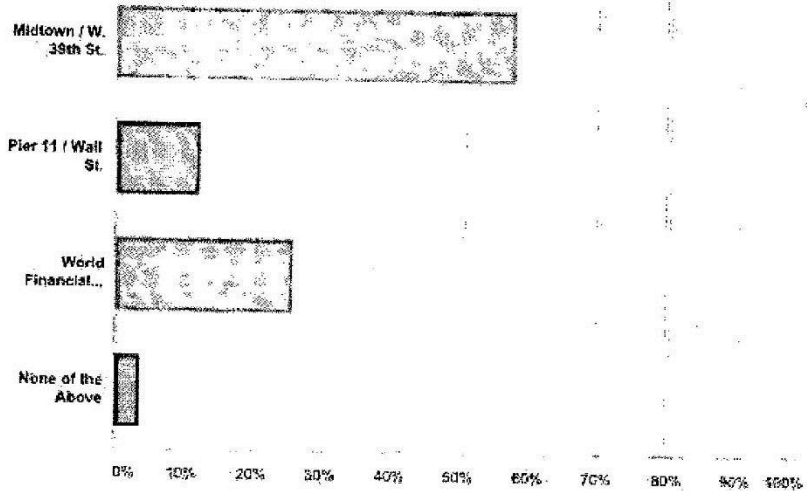
Q15 If you used the ferry, what landing destination would you be more likely to use for commuting?

Answered: 1,753 Skipped: 23



Q16 If you used the ferry, what landing destination would you be more likely to use for recreational purposes?

Answered: 1,768 Skipped: 12



the Study

Group	Income Group 2	Income Group 3
	50%	25%
100	\$ 54,000	\$ 74,000
20	\$ 13.50	\$ 18.50

n

Travel by Existing Transit (best available option)						Travel by New Ferry Route						Percent Expected to Choose Ferry		
Access + Transfer + Wait + Egress Time (minutes)	Transit Time (minutes)	Total Fare (\$)	Generalized Cost (\$): Group 1	Generalized Cost (\$): Group 2	Generalized Cost (\$): Group 3	Access + Transfer + Wait + Egress Time (minutes)	Transit Time (minutes)	Total Fare (\$)	Generalized Cost (\$): Group 1	Generalized Cost (\$): Group 2	Generalized Cost (\$): Group 3	Income Group 1	Income Group 2	Income Group 3
15	40	8.00	19.90	23.75	29.58	15	20	13.00	21.50	24.25	28.42	17%	38%	7
20	40	8.00	21.60	26.00	32.67	20	20	13.00	23.20	26.50	31.50	17%	38%	7
30	40	8.00	25.00	30.50	38.83	30	20	13.00	26.60	31.00	37.67	17%	38%	7
20	40	8.00	21.60	26.00	32.67	20	20	13.00	23.20	26.50	31.50	17%	38%	7
25	40	8.00	23.30	28.25	35.75	25	20	13.00	24.90	28.75	34.58	17%	38%	7
35	40	8.00	26.70	32.75	41.92	35	20	13.00	28.30	33.25	40.75	17%	38%	7
30	40	8.00	25.00	30.50	38.83	30	20	13.00	26.60	31.00	37.67	17%	38%	7
35	40	8.00	26.70	32.75	41.92	35	20	13.00	28.30	33.25	40.75	17%	38%	7
45	40	8.00	30.10	37.25	48.08	45	20	13.00	31.70	37.75	46.92	17%	38%	7

ended Market

APPENDIX C- Interview Questions

Questions	
Do you live in Bayonne?	Yes // No
Where is your commute to?	
How long is your commute?	
How many changeovers do you have?	1 // 2 // 3
Approximate cost daily?	
Do you currently pay for parking in Bayonne?	Yes // No
Would you consider using a ferry?	Yes // No
At what cost? (compared to current cost)	Less // Equal // More

EXHIBIT B
DEMOGRAPHIC AND FINANCIAL INFORMATION

Demographic and Financial Information as of July 8, 2021

THE CITY OF BAYONNE
GENERAL INFORMATION

Introduction

The City of Bayonne (the "City") is situated on a peninsula bounded by water on three sides - Newark Bay on the West, Upper New York Bay (the entrance to the New York metropolitan area's water front) on the east, and the Kill van Kull on the South, a narrow body of water which connects Newark and Upper New York Bays. The City of Jersey City forms the City's northern boundary.

Settled in March of 1646 as a resort center for people living in the interior parts of New Jersey and New York State, the City became a township in 1861, and was incorporated as a city on March 10, 1869. The City is 5.63 square miles in area (approximately three miles long and one mile wide, with the Peninsula at Bayonne Harbor it is at least 2.5 miles wide), or approximately 3,450 acres of which 2,524 acres is developed land area. Based on the 2010 census, the City has a population of 63,024 residents.

The City's location and availability of water frontage for loading and unloading waterborne freight and its residential use on the western side of the City provide a broad tax base for the City.

The principal retail business and shopping areas are located along Broadway, a north to south thoroughfare. Except for Broadway and J.F.K. Boulevard, the north to south thoroughfares are avenues in alphabetical order, starting with Avenue A on the western side. Cross streets are in numerical order from 1 to 63, with 63rd Street and the New Jersey Turnpike extension to the Holland Tunnel being approximately the dividing line between the City and Jersey City. The City's residential area encompasses essentially the land between Newark Bay and Avenue F from 1st Street to 58th Street, except for the concentrated area of office and retail shops on Broadway and a few other small areas.

There are a number of historic landmarks in the City, including such edifices as: St. Mary's Star of the Sea Church, a mix of Victorian and Romanesque styles; the Bayonne Public Library, an example of Classical Revival architecture; and St. Henry's Church, an example of Gothic architecture.

Cultural activities include an art center at the Bayonne Jewish Community Center, the City-maintained Firehouse Museum holding firefighting memorabilia and the Bayonne Historical Society. Ten civic and fraternal groups, such as the Chamber of Commerce and the Bayonne Women's Club, provide forums for the exchange of ideas and camaraderie for those in business or over the age of eighteen. Activities for younger people are sponsored by the Bayonne Family Community Center, the Bayonne PAL, the Boy Scouts of America, the Bayonne Little League, the Cal Ripken League, Pop Warner Football, Bayonne Youth Hockey, the Jewish Community Center, and the City through its thirteen parks, fifteen playgrounds, and two County-operated parks (see "Recreational Facilities" herein). For those people who play golf, the Bayonne Golf Club, a private waterfront golf course opened in 2006. Facilities are also available on Staten Island or in Union and Middlesex Counties to the west within about thirty minutes driving time. A private golf course is also available in Jersey City. Recently Bayonne started a very successful Food Truck festival which is planned for a third year as well as the multi-year running Bridge Arts Festival which includes local artists, various vendors and performance acts.

CITY GOVERNMENT

In November of 1961, the City's voters approved a Mayor and Council Form of Government (Plan "C" of the Optional Municipal Charter Law). The City is divided into three wards, with a Council person elected from each ward and the Mayor and two Council persons elected at large by all the voters in the City for respective terms in office of four years.

Mayor James Davis was elected Mayor of Bayonne on June 10, 2014. Mayor Davis was a member of the Bayonne Police Department for 28 years, rising through the ranks from Patrolman to Captain. During his tenure as a police officer, he served in conjunction with numerous state and federal agencies' investigative units. Mayor Davis was re-elected for a second four year term on May 8, 2018.

Council President Sharon Ashe-Nadrowski is an At-Large Councilwoman serving her second term. Ms. Nadrowski is the first female Council President in Bayonne's history.

Cornelius Carroll III represents the first Ward, Salvatore Gullace represents the second Ward, Gary LaPelusa, Sr. represents the third Ward, and Juan M. Perez is an At-Large Councilman. All Councilmembers are serving their second term with the exception of Councilman LaPelusa who is serving his third term and Councilman Carroll who is serving his first term.

The legislative power of the City is vested in the Municipal Council, which meets approximately once every three weeks.

The Mayor has the power to approve ordinances adopted by the Municipal Council or to return ordinances to the Municipal Council with a statement of his objections. A two-thirds majority of the Municipal Council members may override the Mayor's veto. The Mayor cannot vote in proceedings of the Municipal Council except to fill a vacancy, in which case the Mayor may cast the deciding vote. The Mayor has the executive power and is responsible for enforcing the charter, ordinances and general laws of the City, and supervising all City departments. The Mayor appoints the directors of all departments with the advice and consent of the Municipal Council.

On February 17, 2016, the Mayor and Municipal Council voted to approve a plan to increase the number of City departments from four to five in an attempt to create more accountability and improve efficiency. Under the approved plan, the existing departments were consolidated into the Department of Business Administration, directed by Joseph DeMarco, the Department of Finance, directed by Terrence Malloy, the Department of Law, directed by John F. Coffey II, Esq., the Department of Public Safety, directed by Robert Kubert, and the Department of Public Works, Parks and Recreation, directed by Gary S. Chmielewski. Each appointment is subject to the advice and consent of the Municipal Council.

CITY ADMINISTRATION

Business Administrator

Melissa Mathews was appointed the City's Business Administrator on May 1, 2020. Previously she worked in Planning and Zoning as the assistant Zoning officer. Prior to her work with the City of Bayonne Ms. Mathews worked in finance at Citigroup and Credit Suisse where she held her Series 7 and 63. She also worked in technology at Apple and Adobe systems. She holds a B.A. in Political Science from Columbia University. She is the founder of the Mathews Foundation which runs a sign language program at the public library as well as the expansive community gardening program that is underway called Grow Bayonne.

Chief Financial Officer

Donna Mauer was appointed the Chief Financial Officer as of February 4, 2019. Ms. Mauer holds a B.S. in Business Administration from New Jersey City University and a Masters of Public Administration from Fairleigh Dickinson University. She is a Certified Municipal Finance Officer and is a member of the Government Finance Officers Association of New Jersey. Ms. Mauer previously worked for the City of Jersey City from March of 1987 to February 1, 2019. She held various positions, including Assistant Budget Officer and served as the Chief Financial Officer from December 2005 until February 2019.

City Clerk

Madelene C. Medina was appointed City Clerk on June 1, 2019. Ms. Medina received an Associate's Degree in accounting from Taylor Business Institute. Ms. Medina is a Registered Municipal Clerk and a certified Municipal Registrar of Vital Statistics. She is a member of both the Clerk's Association and Registrar's Association of the State of New Jersey. Ms. Medina is the first African-American Female City Clerk in Bayonne's history.

Department of Law

John F. Coffey II, Esq., is licensed to practice law in the State of New Jersey, and was appointed as the City's Corporation Counsel in August 2014 and Director of Law in February 2016. Mr. Coffey graduated from Fairfield University in 1984 with a BA in American Studies, and in 1987 attained his Juris Doctor degree from New York Law School. Mr. Coffey was Assistant City Attorney from 1990 to 2002, and City Law Director from June 2002 to May 2009.

Tax Collector

Rosemarie Martinez began her service as Tax Collector effective March 1, 2021. Ms. Martinez served previously in the Tax Collector's Office for two years with the title of Deputy Tax Collector. Ms. Martinez is the first Latina in Bayonne history to serve as Tax Collector. Previously, she was the first Latina to serve as Mayor's Chief of Staff. She began her service in the Office of the Mayor in July 2014. She earned a Bachelor of Applied Science degree in Criminal Justice/Law Enforcement Administration at New Jersey City University and a Master of Public Administration degree at Rutgers University Newark.

Tax Assessor

Michele Hennessey, a Certified Tax Assessor, was appointed Tax Assessor on July 1, 2019 and served as Deputy Tax Assessor since March, 2017. Ms. Hennessey holds a B.S. from Rutgers University and a Master's Degree in Public Administration from Fairleigh Dickinson University. Ms. Hennessey is a member of the Association of Municipal Assessors of New Jersey since 1993 and has held several offices over the years. Prior to joining the Bayonne Tax Assessor's staff, Ms. Hennessey was employed for 26 years in the Jersey City Tax Assessor's office holding various positions including Deputy Tax Assessor from October 2004 through February, 2017.

DEPARTMENT OF PUBLIC SAFETY

Director of Public Safety

Robert "Red" Kubert was appointed Director of Public Safety on July 1, 2014. As a former uniformed employee, Mr. Kubert attained the rank of Chief of Police. He retired from his position in 2012 after over 40 years of service to the Bayonne Police Department. As Director, Mr. Kubert oversees the Police and Fire Departments.

Police Department

The Police Department is under the supervision of Police Chief Robert Geisler. The Police Department has 1 Chief, 1 Deputy Chief of Police, 10 Captains, 9 Lieutenants, 32 Sergeants, 131 Uniformed Officers and 45 Civilians.

Fire Department

The Fire Department is under the supervision of Fire Chief Keith Weaver. Fire Department personnel consists of 1 Fire Chief, 1 Deputy Fire-Chief, 4 Battalion Chiefs, 35 Captains, 123 Uniformed Firefighters and 4 full-time civilians.

DEPARTMENT OF PUBLIC WORKS AND PARKS

Director of Public Works and Parks

Thomas Cotter was appointed Director of Public Works and Parks in November 2018. Mr. Cotter oversees the operations of the DPW's maintenance of roads, municipal property, collection of solid waste from street containers and collection of recyclable materials by 99 DPW personnel.

Recreational Facilities

The County maintains two parks, the 97.6 acre Bayonne Park along Newark Bay in midtown, and the 5.5 acre Mercer Park on the City's northern border with Jersey City.

The Bayonne Parks Department maintains thirteen parks (56.9 acres) and fifteen playgrounds (2.2 acres) in various sections of the City. In addition to the park system, there is an indoor skating facility, a swimming pool facility, a skateboard park and Veterans Memorial Stadium with 4,200 permanent seats and room for a large number of temporary seats. In addition to maintaining baseball diamonds, soccer and bocce fields, basketball courts, tennis courts, and jogging and bike trails, the Bayonne Parks Department oversees Little League and Senior Citizen activities. The City is constantly working to upgrade and improve its parks and recreational facilities and have a number of projects planned and under construction. Currently new parks and waterfront walk ways under construction behind Veterans Memorial stadium and at the Peninsula at Bayonne Harbor, and a land reclamation and park upgrade are underway at Collins park on the south side of the city. In addition, the city has plans for a new park with water front walk way, fishing pier and kayak launch just south of 16th street park.

Bayonne's Division of Recreation headed by Pete Amadeo is often recognized for providing some of the best recreation activities in Hudson County for mainstream and special needs children of all ages. A multitude of sports activities are offered including skateboarding, hockey, travel camps, special needs baseball, recreation flag football and pillow hockey, swimming and 7 summer camps, as well as the ability day program for special needs adults. Countless private activities including gymnastics, bowling, dance classes and art classes make Bayonne a destination for families.

Parking Utility

Effective January 1, 2012, the Bayonne Parking Authority (the "BPA") was officially dissolved and the Bayonne Parking Utility was created. The Bayonne Parking Utility is accounted for as a separate Utility Fund on the books and records of the City. The City has determined to initially assume all of the outstanding debt and obligations of the BPA as a means of providing the City the immediate ability to continue providing parking service while insuring the timely and efficient payment of the obligations and debt of the BPA. The operations of the Utility are funded through parking fees and ticket charges.

OTHER ENTITIES

Public Library

The Bayonne Public Library system consists of the main library, originally built with the support of the Andrew Carnegie Foundation, and two branch libraries. In addition to 264,487 conventional volumes, there are 219 periodicals, 439 CD Rom Disks, 5,627 audio and video cassettes and thousands of microfilm reels and microfiche for current and historical newspapers and government documents. The main library sponsors academic and senior citizen programs, children's "Story Telling Hours", various cultural programs and exhibits, including annual series of jazz and classical music. The main library has facilities to accommodate up to 900 people for meetings and seminars.

Economic Development

The Bayonne Urban Enterprise Zone Development Corporation is manager of the Special Improvement District. The Special Improvement District was originally incorporated in November, 1990, to assist in the economic development of the shopping district from 19th Street to 27th Street on Broadway. In the year 2000, the Municipal Council approved the expansion of the Special Improvement District to include the area of Broadway between 17th Street and 30th Street.

The largest and most visible current development was the relocation and construction, completed by the State, of State Route 169 into a four-lane divided limited access highway from its connection with State Route 440 at Newark Bay to the industrial districts along the Upper New York Bay waterfront and connection to the Bayonne Bridge over the Kill Van Kull.

The "Harbor Station South" shopping area, including a 150,000 square foot Costco which opened in March of 2019, is being completed to include 250,000 square feet of commercial space. Currently under construction are LA Fitness, Starbucks, Lidl, CVS as well as other retail space. This shopping center is located off of Route 440 at the entrance of the Peninsula at Bayonne Harbor and directly across from the Hudson Bergen Light rail station at 34th street. The city is currently working on plans for a pedestrian bridge to directly connect to the light rail station.

The Bayonne Urban Enterprise Zone (the "BUEZ") was formally approved by the State of New Jersey in September 2002, which includes the entire Special Improvement District, plus all other retail zones as well as the entire Military Ocean Terminal. This has a multiplier effect on the recent increase in development that the City is experiencing. Future projects planned by the BUEZ include streetscapes, parking facility improvements, and a loan program for member businesses.

Redevelopment

Bayonne is at a pivotal point in its history and is rapidly becoming a go-to destination for commuters looking for a suburban feel in an urban center. With its close proximity to New York City Bayonne offers a short commute with ample public transportation modes, including a planned ferry directly to lower Manhattan, while still maintaining its small-town suburban feel. Within the last year Bayonne saw the completion of approximately 1000 residential units across the city and some of the larger buildings reported being 70% rented within the first month. Currently we have approximately 2,400 approved units under construction or in the permitting process expected to get certificates of occupancy within the next 12 months and some projects are on phase 2 of their construction. While construction is on-going throughout most of the city the majority of the development is focused in the Avenue E corridor along the light rail which is referred to as the Loft District and at The Peninsula on Bayonne Harbor.

The Loft District is comprised of a multitude of multi-family buildings along Avenue E with the majority surrounding the 22nd street Hudson Bergen Light Rail station. The most prominent of the loft district buildings is the Silk Lofts which is a conversion of the historical Maidenform factory building into 85 residential units which preserved the architectural integrity of the structure while providing luxury loft living. As the flagship for the district, many of the buildings have followed suit and include loft style apartments with luxury amenities. In 2019 there were an estimated 320 units completed with approximately 600 currently approved in this district. The redevelopment extends well beyond the 22nd street station down the length of Avenue E

The Peninsula at Bayonne Harbor is another area rapidly changing and drawing new residents to the city. With easy access to shopping, Route 440, expansive views of both Manhattan and New York Harbor, public transportation and ample amenities and recreational spaces, this area is quickly becoming the place to be for new residents. With continued development including a planned hotel, planned 25 building apartment complex with amenity spaces and retail, and ferry access to Manhattan should continue to draw new and current residents alike.

In addition to residential development the city has seen a renaissance in development of commercial construction. Approximately 230,000 square feet of commercial space was completed and occupied in the last 12 months with businesses including Costco, Cube smart, Quick check and other smaller stores. With all the new development Bayonne has seen an influx of new retail and restaurant establishment and expansions of current spaces as well.

EDUCATIONAL FACILITIES

In addition to the public school system, there are two denominational high schools and three denominational schools for pre-high school students. Additionally, there are pre-school facilities available.

Nearby higher educational facilities consist of St. Peter's University, New Jersey City University and Hudson County Community College in Jersey City, Stevens Institute of Technology in Hoboken, St. John's University in Staten Island and in Newark, Rutgers - The State University, University of Medicine and Dentistry, New Jersey Institute of Technology and Seton Hall University School of Law.

BOARD OF EDUCATION OF THE CITY OF BAYONNE

General Information

The School District of Bayonne (the "District") was established in 1890. On November 3, 2015, Bayonne held its first school board election in over thirty-five years. The District has opted to hold Board elections with November general elections. The Board of Education of the City of Bayonne (the "Board") governs the operations of the District and is responsible for approving all fiscal matters. The District's Fiscal Year begins July 1 and ends June 30 in the next calendar year.

The Board is composed of nine members, each serving for a three-year term on a staggered basis. The President and Vice President are chosen for one-year terms from among the Board members. The Board is a policy-making body and has the general responsibility to provide an education program, to establish policies, to supervise the public schools in the District, and to appoint the Superintendent of Schools (the "Superintendent").

The administrative structure of the Board gives final responsibility for both the educative process and the business operation to the Superintendent. The Superintendent is the chief executive officer of the Board in charge of carrying out Board policies. The Board Secretary is the chief financial officer who must submit monthly financial reports to the Board and annual reports to the State Department of Education. State law requires a Treasurer of School Monies to hold in trust all school monies and to make a monthly report to the Board.

The debt service requirements of school purpose debt issued prior to November 3, 2015 is paid by the city, except for that portion paid by the State directly to a paying agent (Additional State School Aid Bonds).

District Principal Officials

Mr. John J. Neisz is the Superintendent of Schools as of August 2019. Mr. Daniel Castles is the School Business Administrator as of September 2019.

District Personnel

The following table sets forth by classification the number of personnel the District employs:

<u>Classification</u>	<u>Number of Personnel (1)</u>
Instructional Personnel	965
Student and Instruction Related Services	47
General Administration	21
School Administration	54
Central Services	16
Plant Operation and Maintenance	149
Pupil Transportation	43
Administrative Information Technology	7
Total Personnel	<u>1,302</u>

⁽¹⁾ For the fiscal year ended June 30, 2020
Source: CAFR for fiscal year ended June 30, 2020

District Facilities

The Board presently operates a high school complex consisting of a high school building and separate Physical Education/Community Education Center buildings with outdoor physical facilities, eleven elementary schools and two buildings housing a garage and maintenance facilities.

Historical Student Enrollment

<u>Fiscal Year</u>	<u>Grades K-8</u>	<u>Grades 9-12</u>	<u>Other</u>	<u>Total Enrollment</u>
2019-2020	5,782	2,003	1,876	9,661
2018-2019	5,812	1,894	1,659	9,365
2017-2018	5,735	2,007	1,665	9,407
2016-2017	5,800	1,997	1,662	9,459
2015-2016	5,757	2,115	1,665	9,537
2014-2015	5,787	2,004	1,311	9,102
2013-2014	5,819	1,878	1,333	9,030
2012-2013	5,575	2,069	1,331	8,975
2011-2012	5,548	2,204	1,355	9,107
2010-2011	5,903	2,180	1,333	9,416
2009-2010	5,785	2,216	1,142	9,143

School Building Facilities

<u>Type of Facility</u>	<u>Construction Date</u>	<u>Addition or Renovation Date</u>	<u>2019-2020 Enrollment (1)</u>
High School	1923	1935/1983	2,401
Elementary Schools:			
1. Henry E. Harris	1921	1973/2000	697
2. Philip Vroom	1914		476
3. Walter F. Robinson	1909		843
4. Mary J. Donohue	1920	2000	478
5. Lincoln	1919	1985	471
6. Horace Mann	1913	1924	629
8. Midtown Community	1993		1,248
9. Washington	1917	2000	694
10. Woodrow Wilson	1930		755
12. John M. Bailey	1911	2001	707
14. Nicolas Oresko	2008		445
			<u>9,844</u>

⁽¹⁾ Includes Special Education and Adult High School
Source: CAFR for fiscal year ended June 30, 2020

State and Federal School Aid

The District receives State and federal aid annually, for various operating purposes. The following table sets forth on a Fiscal Year basis the General Fund Revenues, the amount of State and federal school aid, and the percentage of such school aid to the General Fund Revenues.

<u>Fiscal Year</u>	(A) <u>General Fund Revenues</u>	(B) <u>State School Aid</u>	(B) <u>Federal School Aid</u>	(C) <u>Percentage of B to A</u>
2020	\$ 158,279,244	\$ 87,034,710	\$ 315,554	55.2%
2019	154,093,350	83,374,471	342,620	54.3%
2018	143,697,838	75,255,011	312,157	52.6%
2017	137,333,797	71,794,994	365,284	52.5%
2016	131,481,828	67,955,758	378,139	52.0%
2015	128,311,692	66,977,550	412,176	52.5%
2014	125,956,577	64,455,293	271,720	51.4%
2013	126,153,231	66,284,994	335,780	52.8%
2012	122,023,932	60,980,982	2,104,351	51.7%
2011	118,408,258	57,087,479	293,792	48.5%

Source: CAFR for fiscal year ended June 30, 2020

LAND USE

Residential

There are few homogeneous areas where single family residences exist, except for a four-block area along Newark Bay just south of the County's Bayonne Park. The principal residential type of usage is multi-family, which includes two-family houses primarily, three- to four-family houses, rowhouses, townhouses, garden apartments, and mid- and high-rise apartments. Mid- and high-rise apartments are only situated on isolated sites along the southern waterfront, the northwest section of the City, and within urban renewal districts. Existing high-rise apartment structures are not considered a significant residential land use.

Commercial

The major commercial activity in the form of retail stores is concentrated along Broadway, a situation that has not changed from the City's early times. Some major commercial establishments exist on Avenue C between 24th and 27th Streets, Avenue A and North Street and Route 440, including the aforementioned "Bayonne Crossing" and "Winners" complex.

There are shopping areas at each end of the City as well as a mixture of retail shops and services and professional and commercial offices along Broadway. The City also has a number of small and mid-size industries that provide employment for area residents and enhance tax revenues for the City.

Office/Professional

This type of activity consists typically of medical or legal office space from converted single-family residences.

Mixed Use

Many of the apartment units have been converted to professional office space. There are a number of mixed use properties, located primarily along the principal north-south thoroughfares.

Industrial Districts

There are four industrial districts plus the Peninsula at Bayonne Harbor located along the City's eastern and western waterfronts.

53rd Street District

This district encompasses approximately 19 acres in the northwest portion of the City along Newark Bay, and is the newest district established. Presently, there are only six firms located in this district, two of which are small manufacturing firms. There are six acres of vacant land in this district on which development is constricted due to possible subsurface soil contamination. There is no rail access and access by road is through residential areas.

Bergen Point District

Located at the City's southwest corner on Newark Bay and the Kill Van Kull, Bergen Point covers an area of 138 acres. Firms in this district are comprised of smaller metals and chemicals manufacturing firms and light industry. Land for expansion of existing firms is limited, with the exception of a 57 acre Texaco tract. Texaco has moved its facilities from Bayonne. Texaco is presently clearing and cleaning the area under the guidance of the Environmental Clean-up Responsibility Act prior to the sale of the 57 acres.

Road access is excellent via the Bayonne Bridge to Interstate Route 287. Access from or to the north is via the four-lane divided limited access State Route 440 (formerly Route 169). Rail access is available via a branch of the Conrail-owned Bayonne Industrial Track.

Port Jersey District

Located in the City's northeast portion along the Jersey City borderline and Upper New York Bay, Port Jersey encompasses 160 acres in the City of a total of 400 acres, the balance being in Jersey City. Of the fourteen concerns located in Port Jersey, eleven are warehouse/distribution centers, and include such firms as Todd Logistics, Global Terminal & Container Services, Unimark, Workbench, BMW Distributions and Preparation Center, and a New York and New Jersey Port Authority operated distribution center for foreign-made cars. Port Jersey is one of the major distribution centers in the New Jersey and New York areas.

Road access to Port Jersey is via Exit 14A of the New Jersey Turnpike and State Route 440 to Pulaski Street. Although not currently available, rail access to Port Jersey could be made available from the Conrail-owned Bayonne Industrial Track.

Constable Hook District

Located on Upper New York Bay along the City's eastern/central waterfront, Constable Hook (the "Hook") encompassing roughly 727 acres, is the largest and most heavily concentrated of all the districts. However, approximately 87 acres in the upland area is currently vacant. The area north of 22nd Street is comprised of various warehouse/distribution and light industrial firms. Within the Hook are 55 firms, including such corporations as Exxon, Amerada Hess, IMTT and Coastal Oil.

Road access to the Hook is via State Route 440 to various access roads, such as the Hook Access Road. Since the completion of improvements to State Route 440, access to the Hook has been improved. Rail access is by the Conrail-owned Bayonne Industrial Track.

Peninsula at Bayonne Harbor (formerly Military Ocean Terminal)

This military facility is situated on 700 acres between the industrial districts of Port Jersey and Constable Hook on Upper New York Bay. The Peninsula at Bayonne Harbor contains a causeway, an artificial peninsula extending two miles into Upper New York Bay, with piers for ocean going vessels, railroad tracks and roadways, a drydock over 1,000 feet long capable of handling any ship afloat, storage facilities, various office-type buildings and residential buildings for military personnel and families. On an average day, between 150 and 200 trucks enter the Terminal area for unloading in addition to rail freight via the Bayonne Industrial Track. Approximately 1,000,000 square feet of smart ware house space are approved and or under construction with an expected completion date with the next 12 months. It should be noted that this military facility is closed. The City is actively working to complete the vision of converting the former military base into a viable commercial, residential and park development.

The Peninsula at Bayonne Harbor is a visionary plan which is quickly coming to fruition. The plan is to transform the former Military Ocean Terminal into a vibrant, mixed-use waterfront community. The peninsula calls for the creation of six different, yet integrated districts, consisting of residential, commercial, entertainment and recreation space, as well as marinas, ferry service and more than two miles of waterfront walkway. The Peninsula at Bayonne Harbor currently has approximately 1,000 rental units with another 1,000 planned approved units expected to be completed within the next 12 months. 2019 saw the opening of a 150,000 square foot Costco at the entrance with another 100,000 square feet of retail space currently under construction. Plans for a ferry terminal with included parking facility are underway and ferry service by Seastreak is expected to start winter 2021. The ferry will offer a direct line to lower Manhattan. With a choice location in New York Harbor and stunning views of the Statue of Liberty and the Manhattan skyline, development of the 430 acre tract promises to be the most significant urban waterfront development in the New York/ New Jersey region since the build-out of Battery Park City in New York and the Gold Coast Waterfront communities of Hoboken, Weehawken and Jersey City in New Jersey.

Quasi-Public

This category of land use includes property owned privately yet generally operated for the public use and includes such institutions as hospitals, churches, private and denominational schools, and fraternal organizations.

Areas

The waterfront areas on the City's western and southern sides provide opportunities to integrate existing public park facilities and provide for flexible zoning for residential and business unit development with access oriented towards the water as conceived in a "Land Use Plan Element".

Medical Facilities

Bayonne Medical Center is the major private medical facility serving the City. In addition, RWJBarnabas has an 80,000 square foot satellite medical facility on Broadway in the center of town. Other health services include urgent care facilities such as CityMD, Bayonne Community Mental Health Center, Bayonne Physical Therapy and Rehabilitation, two diagnostic laboratories - Hudson Medical Lab and Bayonne Medical Laboratories, Inc., and the Medi-Center for outpatient services. Bayonne Medical Center also operates a Renal-Dialysis Center. Ambulance service is provided by McCabe Ambulance Service, which has a zero sum contract with the City.

Bayonne Medical Center has a capacity of 278 beds. The City operates a clinic in the Municipal Building for testing of blood pressure and other types of tests.

Housing Authority of the City of Bayonne

The Housing Authority of the City of Bayonne (the "Housing Authority"), operating under the guidelines of the U.S. Department of Housing and Urban Development ("HUD"), owns and maintains 1,879 public housing and senior citizen dwelling units in 36 buildings.

NEW CONSTRUCTION AND HOUSING STATISTICS

New Construction Building Permits

Housing Units Authorized To Be Built

<u>Year Ended Dec. 31,</u>	<u>Single Family</u>	<u>Two Family</u>	<u>Three and Four Family</u>	<u>Five or More</u>	<u>Total</u>
2020	6	24	30	818	878
2019	8	28	31	1,076	1,143
2018	15	28	12	702	757
2017	20	0	22	516	558
2016	46	0	3	14	63

Estimated Construction Costs

<u>Year Ended Dec. 31,</u>	<u>Single Family</u>	<u>Two Family</u>	<u>Three and Four Family</u>	<u>Five or More</u>	<u>Total</u>
2020	\$ 1,632,910	\$ 3,829,618	\$ 6,474,361	\$ 82,562,018	\$ 94,498,907
2019	2,144,964	3,775,886	3,226,625	42,133,035	51,280,510
2018	1,556,450	3,689,600	1,672,100	60,576,927	67,495,077
2017	10,483,575	-	3,279,200	73,635,517	87,398,292
2016	6,319,008	-	199,338	1,756,264	8,274,610

Housing Statistics

Housing Units

<u>Political Division</u>	<u>One Unit Detached</u>	<u>One Unit Attached</u>	<u>2-4 Units</u>	<u>5-9 Units</u>	<u>10 or More Units</u>	<u>Mobile Homes</u>	<u>Boat, RV, Van, etc.</u>	<u>Total Units</u>
City	3,233	2,062	12,750	3,137	6,702	105	-	27,989
County	26,823	15,062	101,165	31,882	106,630	380	97	282,039
State	1,933,898	354,386	536,439	173,592	607,247	35,245	1,047	3,641,854

<u>Political Division</u>	<u>Occupied</u>	<u>Vacant</u>	<u>Homeowner Vacancy Rate</u>	<u>Rental Vacancy Rate</u>	<u>Persons Per Owner Occupied Unit</u>	<u>Persons Per Household</u>
City	25,939	1,945	3.1%	4.8%	2.73	2.37
County	258,591	23,448	2.1%	4.3%	2.71	2.49
State	3,286,264	355,590	1.4%	4.2%	2.77	2.43

Number of Units by Owner-Specified Valuation

<u>Political Division</u>	<u>Under \$100,000</u>	<u>\$100,000-\$199,999</u>	<u>\$200,000-\$299,999</u>	<u>\$300,000-\$499,999</u>	<u>\$500,000-\$999,999</u>	<u>\$1,000,000 or More</u>	<u>Total Units</u>	<u>Median Value</u>
City	292	249	1,136	5,511	1,378	74	8,640	\$ 385,800
County	2,662	6,292	16,638	31,607	20,057	4,678	81,934	\$ 378,000
State	96,530	286,792	442,111	724,826	455,676	75,863	2,081,798	\$ 348,800

Renter-Specified Monthly Contract Rent Per Unit

<u>Political Division</u>	<u>Under \$500</u>	<u>\$500-\$999</u>	<u>\$1,000-\$1,499</u>	<u>\$1,500-\$1,999</u>	<u>\$2,000-\$2,499</u>	<u>\$2,500 or More</u>	<u>Total Units</u>	<u>Median Rent</u>
City	1,587	2,433	6,655	3,096	974	293	15,038	\$ 1,255
County	13,867	28,353	57,285	33,595	14,488	26,443	174,031	\$ 1,391
State	91,319	172,896	432,860	274,871	107,953	91,278	1,171,177	\$ 1,376

Source: New Jersey Department of Labor, Labor Market and Demographic Research. 2010 Federal Census Data

TRANSPORTATION FACILITIES

Interstate, intrastate and inter-city public transportation is provided by New Jersey Department of Transportation - Bus Operations and other bus companies.

The major highways serving the City from the north are State Route 440 (formerly Route 169), and the New Jersey Turnpike Extension by egress and access ramps 14A. To the south, the Bayonne Bridge over the Kill Van Kull to Staten Island provides connection to east/west Interstate Route 287 and to Long Island via the Verrazano Narrows Bridge.

In addition to the New Jersey Turnpike Extension providing connections to north/south Interstate 95 and U.S. Routes 1 and 9, State Route 440, a four-lane limited access highway parallel to Newark Bay, provides non-toll access across Newark Bay to U.S. Routes 1 and 9 and Interstate Route 95.

State Route 440 provides a connection to the industrial districts and the United States Military Ocean Terminal located to the east on Upper New York Bay. State Route 440 has been expanded and realigned as a four-lane divided highway, and extended to provide a connection with the Bayonne Bridge. The realignment and extension of Route 440 eliminates the movement of freight over local streets.

In April, 2000, the first phase of the Hudson-Bergen light rail system began transporting commuters. The light rail runs parallel on the west side of State Route 440, with four stations located at 8th Street, 22nd Street, 34th Street and 45th Street, running through Exchange Place in Jersey City and ending in Hoboken.

Movement of rail freight is by one rail line, which is the Conrail-owned Bayonne Industrial Track with branch lines serving three industrial districts. The Bayonne Industrial Track is a single line track running from the northeast corner of the City parallel to the Upper New York Bay to the City's southern point, along the Kill Van Kull. The rail line divides a portion of the residential section along the City's eastern and southern sides.

UTILITIES

General

Electricity and gas are provided by Public Service Electric and Gas Co. Telephone service is provided by Verizon. Solid waste pickup is provided to residences, offices and retail stores by a negotiated contract with outside vendors. Larger business concerns and corporations, such as Exxon, IMTT and Bayonne Medical Center, must make their own provisions for the carting away of solid waste.

Water/Sewer Services

The water/sewer services are provided by the Bayonne Municipal Utilities Authority (the "Authority"), an authority created by an ordinance of the City, duly adopted October 9, 1997 and approved by the Mayor on October 10, 1997. On December 20, 2012, the Authority entered into a concession agreement with Bayonne Water Joint Venture, LLC.

Under the terms of the concession agreement, the Authority grants to Bayonne Water Joint Venture, LLC the rights to use, operate, manage, construct, maintain and improve the sewer/water systems, to provide the system services in connection therewith and to receive the revenues from the systems. Additional terms of the concession agreement include the legal defeasance of all existing debt of the Authority.

The sewer and water system Deficiency Agreements entered into by and between the City and the Authority on November 17, 1997 remain in full force and effect and have not been amended, modified or waived by any party. Under the original Deficiency Agreements, the City has agreed to make up any deficiencies in the Authority's sewer budget for operating expenses and debt service on any bonds issued by the Authority.

In 1982, the City entered into a contract (the "Service Contract") with the North Jersey District Water Supply Commission (the "Commission") that obligates the City to pay for water and for treatment, filtration, transmission and distribution thereof, including installments of interest and principal on bonds relating to the Wanaque South Project. The City is obligated to pay an annual charge based on its proprietary allotment, which is currently 25.868%. Subsequent to the execution of the Service Contract, the Authority assumed all responsibility for the operation of the City's water system.

Further, as part of the above-referenced concession agreement, in 2012 the Bayonne Water Joint Venture, LLC assumed responsibility for all expenses and operations of the Authority, including payments to the Commission of its share of operating expenses and debt service on behalf of the City. Nonetheless, under the Service Contract, the City remains responsible to the Commission in case of any shortfall of operating expenses or debt service payments from Bayonne Water Joint Venture, LLC.

Effective January 1, 2017 the Bayonne Municipal Utilities Authority was dissolved and its function has been assumed by the City.

RETIREMENT SYSTEMS

All full-time permanent or qualified City employees who began employment after 1914 must enroll in one of two retirement systems depending upon their employment status. These systems were established by acts of the State Legislature. Benefits, contributions, means of funding and the manner of administration are set by the State. The Division of Pensions within the Treasury Department of the State is the Administrator of the funds with the benefit and contribution levels set by the State. The City is enrolled in the Public Employees' Retirement System and the Police and Firemen's Retirement System.

The Consolidated Police and Firemen's Pension System is no longer open to enrollment. However, there are City pensioners who receive benefits from this pension system, and the City is required to make annual contributions to this pension system.

Public Employees' Retirement System

The Public Employees' Retirement System ("PERS") includes approximately 300 employees. PERS is evaluated every year. Employee rates for contributions are normally determined by the rate applicable at the age of enrollment.

Police and Firemen's Retirement System

Approximately 348 employees are covered under the Police and Firemen's Retirement System ("PFRS").

Retirement Benefit Payments

<u>System</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
PERS	\$ 2,335,828	\$ 2,403,589	\$ 2,328,121	\$ 2,167,541	\$ 2,053,002
PFRS	12,452,793	12,922,325	11,567,534	10,590,150	10,525,623
CP&F (1)	19,051	19,037	19,076	19,079	19,060
OASI (2)	487,853	1,923,414	1,884,671	1,946,898	1,931,828
TOTAL	\$ 15,295,525	\$ 17,268,365	\$ 15,799,402	\$ 14,723,668	\$ 14,529,513

⁽¹⁾ Consolidated Police and Fire Pension Fund - Payments to pensioners.

⁽²⁾ Old Age Security Income - Social Security.

Source: The City's 2016 through 2019 audited financial statements and 2020 unaudited financial records.

COLLECTIVE BARGAINING REPRESENTATION

Certain City employees are represented by bargaining agents, shown below together with termination dates of current contracts. There are several other bargaining units, but the enrollment is small in these other bargaining units.

<u>Employee Classification</u>	<u>Bargaining Representation</u>	<u>Termination Date</u>
Uniformed Police	Police Benevolent Association	12/31/2020
Police Superior Officers	Police Superior Officers Association	12/31/2020
Uniformed Firemen	Firemen's Mutual Benefit Association	12/31/2020
Fire Superior Officers	Fire Superior Officers Association	12/31/2020
Crossing Guards & PEO's	AFSCME Local 2261	12/31/2021
Supervisory Personnel	The Bayonne Municipal Supervisory Association Hudson Council No. 2	12/31/2021
Various Departments	American Federation of State, County and Municipal Employees	12/31/2021

INSURANCE

On August 17, 2011, the City authorized participation in and the execution of an Indemnity and Trust Agreement with the New Jersey Intergovernmental Insurance Fund (the "NJIIF") for the provision of property and casualty insurance coverage. Prior to participation in the NJIIF, the City self-insured against liability claims pursuant to N.J.S.A. 40A:10-16.

The NJIIF is a public entity created in 1991 and offers coverage to municipalities, counties and school districts statewide. The NJIIF is a New Jersey approved, self-insured, reinsured public entity insurance pool which offers all New Jersey public entities multiple lines of insurance.

The City has obtained the following coverage through the NJIIF:

- Equipment Breakdown coverage.
- Crime coverage including employee dishonesty, forgery, alterations, theft, robbery and fraud.
- Environmental Impairment coverage.
- Workers' Compensation coverage.
- General, Automobile and Employee Benefits liability coverage.
- Public Entity Management Liability coverage, including Public Official's Liability and Employment Practices Liability coverage.
- Surety bonds for the City Treasurer, Chief Financial Officer and Tax Collector.

Source: City summary of insurance coverage.

PROPOSED CAPITAL IMPROVEMENT PROGRAM

The City's 2021 Fiscal Year (January 1-December 31) Six Year Capital Improvement Program annual funding requirements, as set forth by the City prior to introduction of its 2020 budget, is set forth below. The schedule is a planning tool, and will be filed with the State after approval as required by the Local Budget Law. The City is not bound by these projections.

Annual Anticipated Funding Amounts

	Estimated Completion	Estimated Cost	Anticipated Funding Schedule					
			2021	2022	2023	2024	2025	2026
Rehabilitation of Various Streets	2025	\$ 3,000,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
LeFante Way Repaving	2021	1,000,000	1,000,000	-	-	-	-	-
Various Capital Improvements	2021	500,000	500,000	-	-	-	-	-
Total		<u>\$ 4,500,000</u>	<u>\$ 2,000,000</u>	<u>\$ 500,000</u>	<u>\$ 500,000</u>	<u>\$ 500,000</u>	<u>\$ 500,000</u>	<u>\$ 500,000</u>

Anticipated Funding Sources and Amounts

	Estimated Completion	Estimated Cost	Grants in Aid and Other Funds	To be Funded in Future Years	CIF	Debt Authorized
LeFante Way Repaving	2021	500,000	500,000	-	-	500,000
Various Capital Improvements	2021	500,000	-	-	50,000	450,000
Total		<u>\$ 4,000,000</u>	<u>\$ 1,000,000</u>	<u>\$ 2,500,000</u>	<u>\$ 50,000</u>	<u>\$ 950,000</u>

Source: The City.

REPORTING PERIOD

The City has changed its fiscal year from a year ended June 30, to a year ended December 31. In order to revert to a calendar year accounting period, the State of New Jersey, Division of Local Government Services requires a six-month "transition year" of the period of time between the end of the City's final fiscal year and the next succeeding first calendar year.

The following schedules include information from the six-month transition year of July 1, 2011 to December 31, 2011. Beginning with calendar year 2012, the City's financial information is reported on a 12-month calendar year.

**CURRENT FUND
SCHEDULE OF REVENUES
LAST FIVE YEARS (000 OMITTED)**

	Year Ended December 31, 2020 (unaudited)		Year Ended December 31, 2019		Year Ended December 31, 2018		Year Ended December 31, 2017		Year Ended December 31, 2016	
	Budgeted	Realized	Budgeted	Realized	Budgeted	Realized	Budgeted	Realized	Budgeted	Realized
	Fund Balance	\$ 7,000	\$ 7,000	\$ 14,408	\$ 14,408	\$ 12,500	\$ 12,500	\$ 17,875	\$ 17,875	\$ 5,000
Consolidated Municipal										
Property Tax Relief Fund	946	946	1,215	1,215	1,626	1,626	1,874	1,874	1,923	1,923
Energy Receipts Tax	7,884	7,884	7,615	7,615	7,204	7,204	6,956	6,956	6,907	6,907
Public and Private Revenues										
Offset with Appropriations	6,368	11,864	1,758	14,490	2,366	2,894	1,429	2,361	1,411	1,411
Current Tax Levy, Municipal	95,991	96,311	91,776	93,585	89,247	90,927	86,764	88,593	82,759	84,810
Delinquent Taxes	175	65	273	174	26	263	23	121	15	414
Other Budgeted Revenue										
Local Revenues	11,086	11,589	12,257	12,310	10,154	11,706	10,659	10,194	10,469	10,952
Shared Service Agreements	52	62	52	52	142	52	142	142	72	72
Other Special Items	13,749	13,799	11,586	10,237	16,521	37,085	10,769	10,928	26,848	41,831
Non-Budget Revenue and Other Credits	-	2,755	-	4,731	-	3,801	-	5,585	-	12,083
	<u>\$ 143,251</u>	<u>\$ 152,275</u>	<u>\$ 140,940</u>	<u>\$ 158,817</u>	<u>\$ 139,786</u>	<u>\$ 168,058</u>	<u>\$ 136,491</u>	<u>\$ 144,629</u>	<u>\$ 135,404</u>	<u>\$ 165,403</u>

Source: 2016-2019 Audited Financial Statements, 2020 unaudited City records.

**CURRENT FUND
SCHEDULE OF APPROPRIATIONS
LAST FIVE YEARS (000 OMITTED)**

	Year Ended Dec. 31, 2020 (unaudited)	Year Ended Dec. 31, 2019	Year Ended Dec. 31, 2018	Year Ended Dec. 31, 2017	Year Ended Dec. 31, 2016
Operating Expenses:					
Salaries and Wages	\$ 58,644	\$ 59,213	\$ 59,519	\$ 58,824	\$ 58,250
Other Expenses	47,984	50,691	39,840	38,477	36,776
Pensions	15,934	17,538	16,054	15,014	14,661
Deferred Charges	193	43	43	42	-
Reserve for Uncollected Taxes	<u>1,730</u>	<u>1,676</u>	<u>1,740</u>	<u>1,700</u>	<u>1,700</u>
	124,485	129,161	117,196	114,057	111,387
Capital Improvements	300	1,100	100	20	65
Municipal Debt Service	13,411	13,581	12,312	13,302	13,775
School Debt Service	<u>10,560</u>	<u>10,520</u>	<u>10,622</u>	<u>10,233</u>	<u>10,273</u>
	<u>\$ 148,756</u>	<u>\$ 154,362</u>	<u>\$ 140,230</u>	<u>\$ 137,612</u>	<u>\$ 135,500</u>

Source: 2016-2019 Audited Financial Statements, 2020 unaudited City records.

**CURRENT FUND BALANCES
AND
AMOUNTS UTILIZED IN SUCCEEDING YEAR'S BUDGET**

Year Ended	Fund Balance End of Year	Utilized in Succeeding Year's Budget	
		Amount	Percentage
Dec. 31, 2020 (1)	\$ 17,284,559	(3)	0.00%
Dec. 31, 2019	22,176,318	7,000,000	31.57%
Dec. 31, 2018	28,593,921	14,408,000	50.39%
Dec. 31, 2017	15,411,379	12,500,000	81.11%
Dec. 31, 2016	27,194,343	17,875,000	65.73%
Dec. 31, 2015	5,280,007	5,000,000	94.70%
Dec. 31, 2014	5,067,253	6,421,173	126.72%
Dec. 31, 2013	16,481,343	14,900,000	90.41%
Dec. 31, 2012	8,799,684	1,785,000	20.28%
Dec. 31, 2011 (2)	6,795,568	695,000	10.23%

(1) Unaudited

(2) Six Month "Transition Year"

(3) Information not yet available

Source: 2011-2019 Audited Financial Statements, 2020 unaudited City records.

DEMOGRAPHIC INFORMATION

Population

Political Division	2010	2000	1990	1980	1970	Percent Change	
						2010-2000	2010-1970
City	63,024	61,842	61,444	65,047	72,743	0.19%	-15.42%
County	634,266	608,975	553,099	556,972	609,266	0.42%	0.39%
State	8,791,894	8,414,350	7,730,188	7,365,011	7,171,112	0.45%	18.43%

Population Density

Political Division	Area in Sq. Miles	2010	2000	1990	1980	1970
City	5.63	11,194	10,992	11,400	12,068	13,496
County	46.69	13,585	13,043	11,915	11,999	13,094
State	7,419.00	1,185	1,134	1,042	993	967

Source: 2010 Federal Census Information.

MAJOR EMPLOYERS

<u>Employer</u>	<u>Nature of Business</u>	<u>2020 Approximate Employment</u>
Bayonne Medical Center	Medical Facility	1,867
Jerhel Plastics Inc	Plastic Packaging	500
Gel Spice Company Inc	Manufacturer	500
Vertellus	Specialty Chemicals	350
Bayonne Community Bank	Bank	327
European American Food Group Co. Inc.	Food	325
Ideal Window Manufacturing Inc	Manufacturer	287
Muralo Company, Inc	Manufacturer	250
Inserta, Inc.	Supermarket	220
Royal Wine Corporation	Kosher Wine Maker	200

Source: Hudson County Economic Development Corp.

MAJOR REAL PROPERTY TAXPAYERS

<u>Taxpayer</u>	<u>Nature of Business</u>	<u>2020 Assessed Valuation</u>
Bayonne Industries-IMTT	Petrochemical	\$ 663,995,400
LEG-BP Bayonne Owner LLC	Oil	96,013,200
NJIND Hook Road, LLC	Oil	61,947,500
190 W 54th St Urban Renewal LLC	Real estate	58,216,900
Exxon Corporation	Petrochemical	52,017,900
Texaco Downstream Properties, Inc	Oil	50,837,300
WTFK Bayonne Propco, LLC	Real estate	43,392,300
Gordon Terminal Service Co. of NJ	Petrochemical	38,829,600
Centerpoint Pulaski, LLC	Real estate	35,367,400
Howard Warehouse Inc	Real estate	35,006,600
Total Real Property Assessed Valuation		<u>\$ 1,135,624,100</u>
Percent of City's Total Taxable Real Property		15.00%

Source: The City Tax Assessor.

NET ASSESSED AND EQUALIZED PROPERTY VALUATIONS

Real Property Net Assessed Valuation by Classification

Classification	2020(3)	2019	2018	2017	2016	2020
						Use Analysis
Residential	4,483,207,000	1,380,846,164	1,381,593,664	1,384,354,164	1,390,596,690	46.38%
Apartment	453,457,300	106,660,200	104,480,400	103,908,700	103,964,900	4.69%
Commercial	979,883,800	291,908,000	292,234,200	299,304,400	300,027,600	10.14%
Industrial	1,007,781,200	255,317,600	256,621,000	278,061,700	286,213,100	10.43%
Vacant Land	645,967,400	145,152,400	131,538,000	95,436,100	88,432,300	6.68%
Sub-Total	7,570,296,700	2,179,884,364	2,166,467,264	2,161,065,064	2,169,234,590	78.32%
Exempt Property:						
Public (1)	1,358,089,800	682,180,700	704,990,900	371,531,800	422,024,300	14.05%
Other (2)	737,580,800	234,786,675	228,127,275	566,109,075	559,315,525	7.63%
Total Real Property	\$ 9,665,967,300	\$ 3,096,851,739	\$ 3,099,585,439	\$ 3,098,705,939	\$ 3,150,574,415	100.00%

(1) Includes school, municipal, County, State and federal property.

(2) Includes private and denominational schools, church and charitable properties, and other exempt properties

(3) In 2020, the City performed a revaluation where values were adjusted to market.

Source: City's tax duplicates.

Net Assessed and Equalized Property Valuations

	2020	2019	2018	2017	2016
Net Assessed Valuation:					
Real Property	7,570,296,700	2,179,884,364	2,166,467,264	2,161,065,064	2,169,234,590
Personal Tangible Property	7,803,624	2,611,677	2,657,878	2,701,273	2,665,905
Total Net Assessed Valuation	7,578,100,324	2,182,496,041	2,169,125,142	2,163,766,337	2,171,900,495
Percent Increase (Decrease) over Previous Year	(3)	0.87%	0.25%	-0.37%	-1.75%
Equalized Valuation	7,120,626,229	6,436,775,677	5,969,390,487	5,502,541,083	5,277,250,128
Percent Increase (Decrease) over Previous Year	10.62%	16.98%	8.48%	4.27%	-1.75%

(1) Net assessed valuation after deductions permitted under State statutes.

(2) As equalized by the County.

(3) In 2020, the City performed a revaluation where values were adjusted to market.

Source: County of Hudson Abstract of Ratables for years shown.

LEVY AND COLLECTION OF TAXES
As of Last Ten Fiscal Years

The levy and collection of taxes are based upon the City's July 1 to June 30 fiscal year, for and through the years ended June 30, 2011, July 1 to December 31 for the six-month transition year and calendar years thereafter. The City is the political entity responsible for the levying and collection of taxes on all taxable real property within its borders, including the tax levies for the County and the City School District.

Property taxes are based on an assessor's valuation of real property and are levied for a calendar year. The taxes for City, City School District and County purposes are combined into one tax levy, which is apportioned on the tax bill by rate and amount for taxpayer information only. Turnover of tax monies by the City to the City School District is based on school needs and is generally made on a periodic basis throughout the year. The City remits 100% of the County taxes, payable quarterly on the 15th days of February, May, August and November.

The City mails tax bills twice a year. The bill for the first two quarters, due on the first days of February and May, is mailed in October of the preceding calendar year. The bill for the final two quarters, due on the first days of August and November, is mailed in June of the current calendar year. Delinquent balances are subject to an interest penalty of 8% on the first \$1,500 of the total delinquent amount, and 18% on all delinquent amounts in excess of \$1,500. Any account having a delinquent balance in excess of \$10,000 at the close of the fiscal year is subject to an additional penalty in the amount of 6% of the total amount of the delinquency. Any unpaid taxes as of June 30 or December 31, dependent on the year end noted above, are subject to tax sale. Any tax liens not purchased by investors revert to the City, and are subsequently subject to foreclosure proceedings to acquire title to the property if the delinquency is not paid promptly thereafter.

Tax Rate Apportionment
(Per \$1,000 of Assessed Valuation)

Year	Municipal	County	School	Tax Rate	Special Improvement District (1)
2020(2)	11.27	3.83	10.56	25.66	1.51
2019	37.23	12.77	36.29	86.29	5.00
2018	36.24	12.38	35.96	84.58	5.00
2017	35.37	12.41	34.61	82.39	5.00
2016	34.73	12.68	31.94	79.35	5.00
2015	32.07	12.99	31.68	76.74	5.02
2014	30.65	12.42	31.37	74.44	4.96
2013	30.35	12.39	30.65	73.39	4.58
2012	28.53	12.46	30.15	71.14	4.23
2011	28.77	11.44	28.28	68.49	4.23

(1) Special Improvement District is not included in the Tax Rate as the District only covers certain commercial businesses on Broadway.

(2) In 2020, the City performed a revaluation where values were adjusted to market.

Source: The City's 2011-2019 Audited Financial Statements, 2020 Division of Local Government Services – Property Tax Tables.

Tax Levy Apportionment

Year	Municipal	County	School	Additional School (1)	Special Improvement District (2)	Tax Levy
2020	\$ 85,334,513	\$ 29,411,213	\$ 68,688,020	\$ 10,560,076	\$ 290,335	\$ 194,284,157
2019	82,397,105	28,073,148	68,688,020	10,521,000	290,000	189,969,273
2018	79,692,304	27,023,585	67,356,978	10,633,000	290,000	184,995,867
2017	77,606,450	27,038,146	64,644,844	10,233,000	290,000	179,812,440
2016	75,965,360	27,615,267	62,025,142	7,337,117	290,000	173,232,886
2015	70,891,756	28,732,549	60,283,361	9,737,000	290,000	169,934,666
2014	68,088,659	27,696,235	59,392,474	10,297,337	290,000	165,764,705
2013	68,263,421	27,878,958	58,810,195	10,142,836	290,000	165,385,410
2012	65,294,134	28,574,165	57,657,055	11,340,706	290,000	163,156,060
2011*	32,022,305	13,438,484	28,543,097	6,450,284	145,000	80,599,170

* 6 month Transition Year

(1) Addition to Local District School Tax.

(2) Consists of a levy on merchants in the 27th Street area of Broadway for the improvements to stores.

Source: The City's 2011-2019 Audited Financial Statements, 2020 unaudited financial records.

Tax Collection Experience

Year	Tax Levy (1)	Current Levy Collection		Delinquent Taxes Collected	Total Collection	
		Amount	Percentage		Amount	Percentage
2020	\$ 194,012,199	\$ 192,970,557	99.46%	\$ 64,747	\$ 193,035,304	99.50%
2019	189,970,240	188,952,409	99.46%	174,084	189,126,493	99.56%
2018	184,995,868	183,876,447	99.39%	262,811	184,139,258	99.54%
2017	179,812,441	178,865,576	99.47%	121,478	178,987,054	99.54%
2016	173,232,886	173,040,243	99.89%	413,718	173,453,961	100.13%
2015	169,948,441	169,099,645	99.50%	49,566	169,149,211	99.53%
2014	166,250,146	164,611,053	99.01%	68,683	164,679,736	99.06%
2013	165,793,169	163,980,742	98.91%	240,333	164,221,075	99.05%
2012	163,485,249	161,759,655	98.94%	65,525	161,825,180	98.98%
TY2011*	81,472,499	79,547,559	97.64%	51,653	79,599,212	97.70%

* 6 month Transition Year

(1) Includes Special Improvement District

Source: 2011-2019 Audited Financial Statements, 2020 unaudited financial records

Municipal Purpose Tax Collection

<u>Year</u>	<u>Municipal Purpose Tax Levy (1)</u>	<u>Current Municipal Tax Collection (2)</u>	<u>Delinquent Municipal Tax Collection</u>	<u>Total Municipal Tax Collection</u>	<u>Reserve for Uncollected Taxes</u>
2020	\$ 85,334,513	\$ 85,235,123	\$ 64,747	\$ 85,299,870	\$ 1,730,049
2019	82,397,105	81,387,991	174,084	81,562,075	1,676,212
2018	79,692,304	78,553,600	262,811	78,816,411	1,740,000
2017	77,606,450	76,659,586	121,478	76,781,064	1,700,000
2016	75,965,360	75,772,717	413,718	76,186,435	1,700,000
2015	71,043,785	70,056,735	49,566	70,106,301	2,600,000
2014	68,574,100	66,935,007	68,683	67,003,690	2,720,000
2013	68,671,180	66,858,753	240,333	67,099,086	3,000,000
2012	65,623,323	63,897,729	65,525	63,963,254	727,000
TY2011*	32,895,634	30,130,694	51,653	30,182,347	840,000

* 6 month Transition Year

(1) Excludes the tax levy for additional school purpose.

(2) Net after deductions for County, School District, Additional School District and Special Improvement District tax levies.

Source: The City's 2011-2019 Audited Financial Statements, 2020 unaudited financial records.

Delinquent Taxes and Tax Liens

<u>Year</u>	<u>Delinquent Taxes</u>	<u>Tax Title Liens</u>	<u>Total Delinquent</u>	<u>Percent of Tax Levy</u>
2020	\$ 1,919,834	\$ 621,535	\$ 2,541,369	1.31%
2019	1,359,569	594,470	1,954,039	1.03%
2018	1,053,069	562,652	1,615,721	0.87%
2017	1,036,505	531,467	1,567,972	0.87%
2016	431,950	501,090	933,040	0.54%
2015	748,057	654,855	1,402,912	0.81%
2014	841,686	617,705	1,459,391	0.86%
2013	241,657	581,664	823,321	0.50%
2012	562,173	546,136	1,108,309	0.67%
TY2011*	402,491	511,697	914,188	0.56%

Tax Title Liens

<u>Year</u>	<u>Balance Start of Year</u>	<u>Sales & Transfers</u>	<u>Other Credits</u>	<u>Balance End of Year</u>
2020	\$ 594,470	\$ 27,064	\$ -	\$ 621,534
2019	562,652	31,818	-	594,470
2018	531,467	31,185	-	562,652
2017	501,090	30,377	-	531,467
2016	654,855	29,256	183,021	501,090
2015	617,705	37,150	-	654,855
2014	581,664	36,041	-	617,705
2013	546,136	35,528	-	581,664
2012	511,697	34,439	-	546,136
TY2011*	495,124	16,573	-	511,697

Foreclosed Property

<u>Year</u>	<u>Balance, End of Year</u>	<u>Year</u>	<u>Balance, End of Year</u>
2020	\$ 6,473,400	2015	\$ 6,474,000
2019	6,473,400	2014	6,474,000
2018	6,473,400	2013	6,474,000
2017	6,482,400	2012	6,474,000
2016	6,482,400	TY2011*	8,599,000

* 6 month Transition Year

Source: The City's 2011-2019 Audited Financial Statements, 2020 unaudited financial records

**COMPARISON OF
MUNICIPAL PURPOSE TAX LEVY
TO
ANNUAL DEBT SERVICE REQUIREMENT**

Year	Municipal Purpose Tax Levy (1)	(2) Debt Service Requirements	Percent of Debt Service to Municipal Tax Levy
2020	\$ 85,334,513	\$ 13,411,165	15.72%
2019	82,397,105	13,634,852	16.55%
2018	79,692,304	12,311,800	15.45%
2017	77,606,450	13,330,835	17.18%
2016	75,965,360	13,778,030	18.14%
2015	71,153,856	13,163,184	18.50%
2014	68,574,100	12,571,030	18.33%
2013	68,671,180	11,129,098	16.21%
2012	66,116,700	10,370,815	15.69%
TY2011*	32,895,634	8,001,471	24.32%

* 6 month Transition Year

⁽¹⁾ Excludes Additional School and Special Improvement District Tax Levies.

⁽²⁾ Excludes School District debt service requirements; but includes principal and interest on borrowing from the Hudson County Improvement Authority for General Capital.

Source: The City's 2011-2019 Audited Financial Statements, 2020 unaudited financial records

DEBT INFORMATION

General Information

The State has enacted certain laws and statutes regulating the authorization and issuance of debt by tax levying local governmental units of the State. The statutory gross debt must include all debt authorized plus all debt issued which remains outstanding. Debt, bonds or notes, which have been refunded and payment for which is made from escrowed U.S. Treasury securities or other permitted investments, are considered outstanding under State statutes until such outstanding debt has matured or has been called for redemption. However, any debt which is self-supporting or which is payable from other sources or debt issued for refunding purposes may be deducted from the statutory gross debt to arrive at the amount of statutory net debt. The statutory net debt figure is the amount to determine if a local governmental unit is within the limit of its statutory borrowing power.

The debt incurring capacity is limited by statute to 3.50% of its statutory equalized valuation. The levy of taxes to pay annual debt service requirements is not limited by any State statute or law. Generally, the amount bid for a bond issue may not exceed \$1,000 above the principal amount offered for sale and may not be less than the amount offered for bid.

Bond anticipation notes ("BANS") may be issued to temporarily finance a capital improvement or project. BANS may be issued in an amount not exceeding the amount specified in an ordinance, as may be supplemented, less a 5% down payment. BANS may be issued up to or for a one-year period, and may be rolled-over for not exceeding one-year periods. The final maturity of a BAN issue cannot exceed May 1 following the end of the tenth fiscal year from the BANS' original issue date. Beginning with the third year of issuance, BAN principal must be decreased by an estimated amount of the first maturity of a bond issue.

Tax anticipation notes ("TANS") are limited in amount that may be issued to 30% of the tax levy plus 30% of realized miscellaneous revenue of the next preceding fiscal year, and principal together with interest thereon must be paid in full from the current year's tax collection within three months after the close of the current fiscal year.

Capital notes ("CNS") may be issued in an amount not exceeding \$200,000 or 1/2 of 1.00% of the City's equalized valuation, whichever is greater, for a five-year period. Twenty percent of the principal amount of CNS issued must mature each year and, together with interest due, be paid annually.

Notes issued for temporary financing of an improvement or project may be sold through negotiation. For a more complete description of the above summaries, please refer to N.J.S.A. 40A:2-1 et seq.

Under laws creating authorities, a local governmental unit may enter into a contract or agreement to borrow funds from an authority or, under a deficiency type of agreement, guarantee debt service payments on debt issued by an authority. If a local governmental unit borrows funds from an authority, such borrowing is not included in a local governmental unit's statutory gross debt. If a local governmental unit guarantees all or any part of an authority's outstanding debt, the portion of debt service not payable from an authority's revenues, and which is paid by a local governmental unit, must be included in a local governmental unit's statutory net debt amount (a "deficiency agreement").

The City of Bayonne is in the early stages of possibly acquiring and improving real property for the use as school facilities (the "Bayonne Education Project") by the Bayonne Board of Education (the "Bayonne Board of Education"). The cost of the Bayonne Education Project is estimated to be approximately \$26,000,000. The undertaking of the Bayonne Education Project and issuance of any obligations for such project is estimated to occur in the Fall of 2021. The payment stream and revenues for any obligations issued for the Bayonne Education project will be provided by lease payments from the Bayonne Board of Education over approximately thirty (30) years. At this time, the City of Bayonne has not made a final determination as to whether it will issue bonds or notes for the Bayonne Education Project or if such project will be financed by bonds or notes issued by a conduit financing entity.

Appropriation Not Required for Payments on Debt

It is not necessary to have an appropriation in order to release money for debt service on obligations. N.J.S.A. 40A:4-57 says "No officer, board, body or commission shall, during any fiscal year, expend money (except to pay notes, bonds or interest thereon), incur any liability, or enter into any contract which by its terms involves the expenditure of money for any purpose for which no appropriation is provided, or in excess of the amount appropriated for such purpose". N.J.S.A.40A:2-4 says "The power and obligation of a local unit to pay any or all of the bonds and notes issued by it pursuant to this chapter, or any act which in this chapter is a revision, shall be unlimited...".

The following schedules set forth information on the City's debt authorized but unissued, debt issued and outstanding, the remaining borrowing capacity and overlapping debt. After the date noted below, the debt information and statistics noted on the following pages may vary from the figures shown because of either a reduction or an increase in the amounts of debt for each of the political entities noted.

STATUTORY DEBT
As of December 31, 2020

Remaining Borrowing Power

Statutory Equalized Valuation (1)	\$ 7,120,626,229
Statutory Debt Limit (2)	\$ 249,221,918
Statutory Net Debt	\$ 174,327,461
Statutory Borrowing Power	\$ 74,894,457
Net Debt to Equalized Value	2.45%

⁽¹⁾ Average of the immediately preceding three years (2020, 2019, 2018.)

⁽²⁾ 3.5% of the Statutory Equalized Valuation as determined by the State.

Source: 2020 unaudited annual debt statement

**TREND OF STATUTORY REMAINING BORROWING POWER
AND
TREND OF NET DEBT OUTSTANDING
LAST TEN FISCAL YEARS**

Statutory Remaining Borrowing Power

Year	Statutory Equalized Valuation	Statutory Debt Limit	Net Debt Outstanding	Authorized but not Issued Debt	Remaining Statutory Borrowing Power
2020	\$ 7,120,626,229	\$ 249,221,918	\$ 142,864,089	\$ 49,506,304	\$ 56,851,525
2019	6,436,775,677	225,287,149	146,597,913	21,430,694	57,258,542
2018	5,879,548,723	205,784,205	148,189,096	18,524,746	39,070,363
2017	5,522,860,925	193,300,132	152,227,720	3,899,746	37,172,666
2016	5,339,353,666	186,877,378	151,424,008	7,849,746	27,603,624
2015	5,230,842,993	183,079,505	156,879,014	3,399,230	22,801,261
2014	5,206,569,374	182,229,928	153,069,992	3,399,230	25,760,706
2013	5,360,107,444	187,603,761	169,753,334	5,649,230	12,201,197
2012	5,512,364,667	192,932,763	102,504,335	359,230	90,069,198
TY2011*	5,885,001,025	205,975,036	106,691,358	359,230	98,924,448

Net Debt Outstanding

Year	Bonds Outstanding	Loans Outstanding	Notes Outstanding	Deduction For		Net Debt Outstanding	(1) Parking Utility Debt
				Debt Service Reserve	Pension Refunding		
2020	\$ 147,428,900	\$ 87,356	\$ 11,045,778	\$ 1,987,945	\$ 13,710,000	\$ 142,864,089	\$ 1,820,000
2019	123,817,346	102,237	39,072,000	2,333,670	14,060,000	146,597,913	2,040,000
2018	127,627,836	116,824	35,949,000	1,194,564	14,310,000	148,189,096	2,250,000
2017	109,983,074	144,977	57,800,000	1,190,331	14,510,000	152,227,720	2,455,000
2016	113,095,827	186,292	54,144,000	1,342,111	14,660,000	151,424,008	2,660,000
2015	114,853,257	327,262	58,020,000	1,341,505	14,980,000	156,879,014	2,855,000
2014	114,550,134	466,718	59,625,140	6,322,000	15,250,000	153,069,992	3,020,000
2013	110,158,212	604,677	75,087,041	626,596	15,470,000	169,753,334	3,180,000
2012	98,608,430	741,163	19,401,338	626,596	15,620,000	102,504,335	3,335,000
TY2011*	100,263,299	876,195	21,898,460	626,596	15,720,000	106,691,358	-

Bonds outstanding includes debt issued by the Hudson County Improvement Authority (HCIA).

Loans outstanding include Green Acres Trust.

* 6 month Transition Year

(1) Parking Utility Debt calculated to be self-liquidating and is not included in Net Debt.

Source: The City's annual debt statements.

AUTHORIZED BUT NOT ISSUED DEBT
(As of December 31, 2020)

Ordinance Number	Purpose	Authorized Amount
General Improvements:		
O-99-31	Demolition of Unsafe Buildings	\$ 133,936
O-18-52	Aqueduct Improvements	10,700,000
O-19-56	Various Capital Improvements	7,380,948
O-20-19	Various Capital Improvements	9,523,809
O-20-26	Refunding Bond	20,345,000
O-20-49	Improvements to Fitzpatrick Park	1,422,611
		<u>\$ 49,506,304</u>

TEMPORARY DEBT ISSUED AND OUTSTANDING
(As of December 31, 2020)

Ordinance Number	Purpose	Interest Rate	Date of Original Issue	Date of Maturity	Amount Outstanding
General Improvements					
0-16-66	Various Capital Improvements	1.500%	10/19/2017	09/18/2020	\$ 4,409,274
0-17-21	Various Capital Improvements	1.500%	10/19/2017	09/18/2020	1,611,504
0-17-28	Roadway Improvements	1.500%	10/04/2018	09/18/2020	550,000
0-18-51	Various Capital Improvements	2.500%	05/24/2019	05/22/2020	3,475,000
0-18-52	Aqueduct Improvements	0.653%	10/18/2019	09/18/2020	1,000,000
	Temporary Debt Issued and Outstanding				<u>\$ 11,045,778</u>

Source: 2020 unaudited annual financial statement

**PERMANENT DIRECT AND CONTINGENT DEBT
ISSUED AND OUTSTANDING**
(As of December 31, 2020)

Direct Debt

<u>Purpose</u>	<u>Interest Rate (%)</u>	<u>Issue Date</u>	<u>Final Maturity Date</u>	<u>Amount Outstanding</u>
General Capital:				
Pension Refunding Bonds	5.05-5.68	1/15/03	1/15/33	\$ 13,710,000
Capital Appreciation Bonds	3.55-5.17	7/1/03	7/1/23	1,242,899
HCIA Bonds *	5.00	10/24/08	8/1/25	4,010,000
Special Assessment Bonds	2.25-5.00	11/19/14	11/15/34	4,410,000
General Obligation Refunding Bonds	2.00-5.00	6/10/15	8/1/38	13,280,000
Infrastructure Bonds	2.00-5.00	3/22/16	7/1/39	63,800,000
General Improvement Bonds	2.00-5.00	4/17/18	2/1/29	6,213,000
General Improvement Bonds	2.00-5.00	4/17/18	2/1/48	12,737,000
General Improvement Bonds	3.00-5.00	5/11/20	2/1/50	27,026,000
BMUA Obligations	4.06	12/20/12	12/20/52	1,000,000
Subtotal				<u>147,428,899</u>
School:				
School Refunding Bonds	5.00-5.50	4/1/03	1/15/23	1,680,000
School Bonds (Capital Appreciation Bonds)	4.08-4.97	2/15/03	2/15/22	575,029
School Bonds (Capital Appreciation Bonds)	3.75-4.96	7/3/03	7/1/23	2,693,007
ERIP Bonds	4.11-6.25	5/7/09	6/1/21	1,215,000
School Refunding Bonds	3.00-5.00	8/13/14	7/15/25	15,300,000
School Bonds	2.25-5.00	11/19/14	11/15/34	4,736,000
School Bonds	2.00-3.25	11/19/14	11/15/21	157,000
School Refunding Bonds	2.00-5.00	6/10/15	8/1/30	13,875,000
School Bonds	2.00-4.00	4/19/16	7/1/25	1,800,000
Subtotal				<u>42,031,036</u>
Parking Utility:				
Parking Utility Refunding Bonds	2.00-5.00	6/10/15	8/1/27	1,820,000
Subtotal				<u>1,820,000</u>
Total Permanent Direct Bonds				<u><u>\$ 191,279,935</u></u>

Source: 2020 unaudited annual financial statement.

The Hudson County Improvement Authority

The City has entered into several contracts with the Hudson County Improvement Authority (the "HCIA") under the HCIA's Pooled Government Loan Program - a variable interest rate program with interest calculated on a monthly basis. The outstanding balance as of December 31, 2020 is included in the preceding and following tables.

**ANNUAL DEBT SERVICE REQUIREMENTS
TAX SUPPORTED BONDS
(As of December 31, 2019)**

Includes Hudson County Improvement Authority (the "HCIA") bonds, with interest rates varying on a monthly basis. For the purpose of preparing this schedule, the interest on the HCIA Bonds was calculated using a 5.00% interest rate.

	City (General Capital)		School		Total	Total	Total Combined
	Principal	Interest	Principal	Interest	Principal	Interest	Principal and Interest
2021	\$ 5,110,001	\$ 7,649,635	\$ 7,062,981	\$ 3,390,632	\$ 12,172,982	\$ 11,040,267	\$ 23,213,249
2022	5,239,944	7,194,281	5,890,629	3,184,587	11,130,573	10,378,868	21,509,442
2023	5,357,955	6,919,375	5,696,426	2,680,140	11,054,381	9,599,515	20,653,896
2024	4,740,000	6,002,192	4,450,000	929,641	9,190,000	6,931,833	16,121,833
2025	7,290,000	5,755,460	4,625,000	748,441	11,915,000	6,503,901	18,418,901
2026	5,985,000	5,365,685	1,185,000	593,541	7,170,000	5,959,226	13,129,226
2027	6,225,000	5,077,186	2,690,000	540,691	8,915,000	5,617,877	14,532,877
2028	6,440,000	4,782,710	2,910,000	442,291	9,350,000	5,225,001	14,575,001
2029	6,688,000	4,475,999	3,115,000	335,754	9,803,000	4,811,753	14,614,753
2030	6,100,000	4,218,556	2,790,000	186,660	8,890,000	4,405,216	13,295,216
2031	6,315,000	3,968,364	385,000	54,098	6,700,000	4,022,462	10,722,462
2032	6,570,000	3,662,849	395,000	41,585	6,965,000	3,704,434	10,669,434
2033	8,440,000	3,342,432	410,000	28,748	8,850,000	3,371,180	12,221,180
2034	7,460,000	2,992,996	426,000	14,910	7,886,000	3,007,906	10,893,906
2035	7,490,000	2,647,041	-	-	7,490,000	2,647,041	10,137,041
2036	7,845,000	2,294,455	-	-	7,845,000	2,294,455	10,139,455
2037	8,235,000	1,922,449	-	-	8,235,000	1,922,449	10,157,449
2038	8,690,000	1,530,086	-	-	8,690,000	1,530,086	10,220,086
2039	8,140,000	1,115,299	-	-	8,140,000	1,115,299	9,255,299
2040	1,380,000	719,768	-	-	1,380,000	719,768	2,099,768
2041	1,445,000	661,755	-	-	1,445,000	661,755	2,106,755
2042	1,515,000	599,855	-	-	1,515,000	599,855	2,114,855
2043	1,595,000	534,843	-	-	1,595,000	534,843	2,129,843
2044	1,670,000	466,618	-	-	1,670,000	466,618	2,136,618
2045	1,755,000	395,080	-	-	1,755,000	395,080	2,150,080
2046	1,840,000	320,018	-	-	1,840,000	320,018	2,160,018
2047	1,935,000	241,218	-	-	1,935,000	241,218	2,176,218
2048	2,037,000	158,335	-	-	2,037,000	158,335	2,195,335
2049	1,410,000	87,640	-	-	1,410,000	87,640	1,497,640
2050	1,486,000	29,720	-	-	1,486,000	29,720	1,515,720
2052	1,000,000	-	-	-	1,000,000	-	1,000,000
Total	\$ 147,428,900	\$ 85,131,896	\$ 42,031,036	\$ 13,171,719	\$ 189,459,936	\$ 98,303,615	\$ 287,763,550

Source: Bond Amortization Schedules

State Loans

On February 7, 2006, the City borrowed an additional \$271,000 in two loans from the State under the Green Acres Loan program to fund improvements to the 16th Street Boat Ramp. Under the terms of these loans, the City makes semi-annual principal and interest payments for the Green Acres loans, until the final maturity dates as noted below. The outstanding balances as of December 31, 2020 are as follows:

<u>Purpose</u>	<u>Interest Rate (%)</u>	<u>Issue Date</u>	<u>Final Maturity Date</u>	<u>Amount Outstanding</u>
Green Acres, State Loan:				
16 th Street Boat Ramp	2.00	2/7/06	2/9/26	\$ 55,121
16 th Street Boat Ramp	2.00	2/7/06	2/10/26	32,235
Total				<u>\$ 87,356</u>

**DIRECT AND OVERLAPPING DEBT
ISSUED AND OUTSTANDING**

As of December 31, 2020
(Except as noted below)

	<u>Direct Debt</u>		<u>Direct and Overlapping Debt</u>	
	<u>Gross</u>	<u>Net</u>	<u>Gross</u>	<u>Net</u>
Direct Debt:				
General	\$ 187,985,406	\$ 172,287,461	\$ 187,985,406	\$ 172,287,461
Utility	2,040,000	2,040,000	2,040,000	2,040,000
School	42,031,036	-0-	42,031,036	-0-
Overlapping Debt:				
Hudson County (1)	n/a	n/a	97,669,482	31,346,449
HCIA (2)	n/a	n/a	40,233,866	40,233,866
	<u>\$ 232,056,442</u>	<u>\$ 174,327,461</u>	<u>\$ 369,959,790</u>	<u>\$ 245,907,776</u>

(1) The County of Hudson's gross and net debt at December 31, 2020 was \$1,302,726,533 and \$418,102,467, respectively, per the unaudited Annual Debt Statement of the County. The City's share (7.50%) is based on the City's percentage of the total county taxes apportioned for 2020 per the 2020 Abstract of Ratables.

(2) This figure represents 7.50% of the HCIA's audited gross debt at December 31, 2019 of \$536,451,543.
Source: As noted above.

DEBT RATIOS

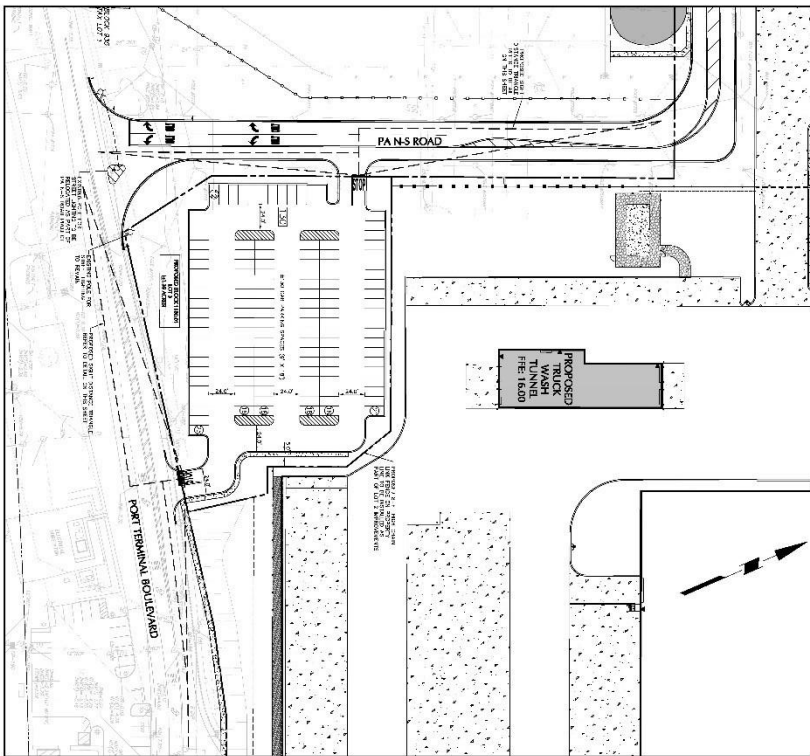
	<u>Direct Debt</u>		<u>Direct and Overlapping Debt</u>	
	<u>Gross</u>	<u>Net</u>	<u>Gross</u>	<u>Net</u>
Per Capita (1)	\$ 3,682	\$ 2,766	\$ 5,870	\$ 3,902
Equalized Valuation (2)	3.26%	2.45%	5.20%	3.45%

(1) Based on 2010 Federal Census (63,024).

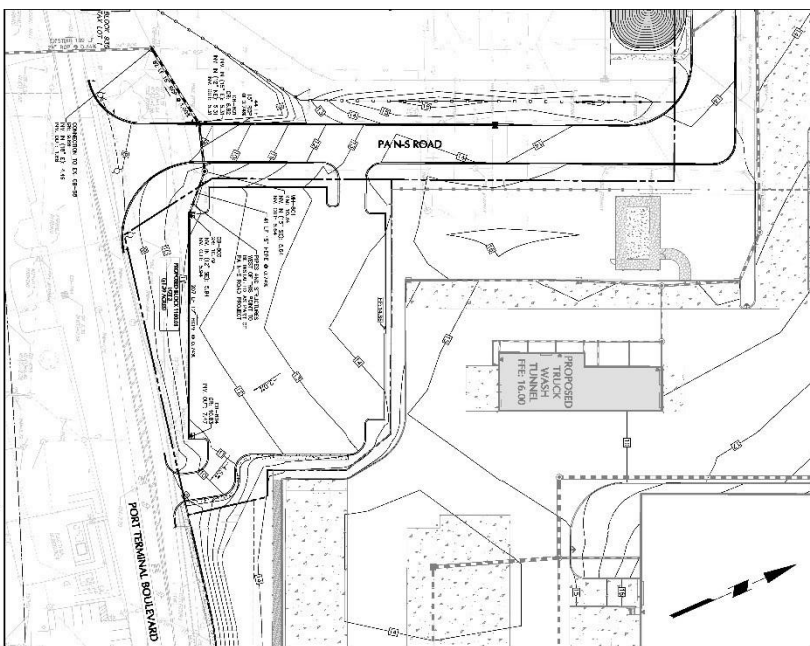
(2) As equalized for year 2020 by the City (\$7,120,626,229).

EXHIBIT C

SURFACE PARKING FACILITY CONCEPT PLAN



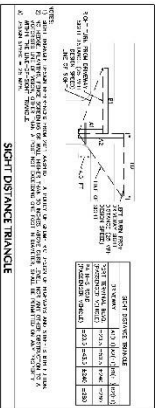
POTENTIAL SITE LAYOUT OF FERRY PARKING ON PROPOSED BLOCK 1180.01 LOT 3



GRADING AND DRAINAGE OF POTENTIAL LAYOUT OF FERRY PARKING ON PROPOSED BLOCK 1180.01 LOT 3

GENERAL NOTES

1. CONSULT ALL APPLICABLE REGULATIONS AND ORDINANCES.
2. THIS PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE.
3. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
4. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
5. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
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 WWW.LANGAN.COM

BAYONNE LOGISTICS CENTER
 BAYONNE FERRY LOT EXHIBIT

SHEET NO. 1180.01 LOT 3

DATE: 11/11/2011
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]