



2. AGENCY, STAKEHOLDER AND PUBLIC OUTREACH

A key component of the study was the development and execution of a public and stakeholder outreach program to maximize transparency and to ensure that all interested and potentially affected parties would have the opportunity to review the study process and products, offer comments, and have their concerns addressed throughout the study process. This outreach program included a variety of components including:

- Technical Advisory Committee
- Briefings to Municipal Officials
- Briefings to Officials representing local jurisdictions outside of Jersey City
- Stakeholder Working Group consisting of owners of property along the roadway corridor, neighborhood groups in the Western Waterfront, representatives of neighboring municipalities and industries in Jersey City.
- Public Information Centers
- NJ DOT Core Group (Subject Matter Experts)
- Project web site

2.1 Technical Advisory Committee

At the initiation of the study, a Technical Advisory Committee (TAC) was convened to provide technical support and agency perspective to the study process. The TAC members provided a broad range of technical expertise and represented the following organizations:

- Honeywell International
- Hudson County Division of Engineering
- Hudson County Division of Planning
- Hudson County Transportation Management Association
- Jersey City Department of Housing, Economic Development and Commerce
- Jersey City Division of City Planning



- Jersey City Division of Engineering, Traffic and Transportation
- Jersey City Housing Authority
- Jersey City Redevelopment Agency
- Matrix Development Group (redevelopment Consultant for the Bayfront project)
- New Jersey Department of Transportation - Freight Services
- New Jersey Department of Transportation - Statewide Planning
- New Jersey Meadowlands Commission, Traffic Engineering Division
- NJTransit
- North Jersey Transportation Planning Authority
- Port Authority of New York & New Jersey - Department of Engineering
- Port Authority of New York & New Jersey - Department of Planning

Additional public agencies were invited but declined to participate.

The primary purpose of the TAC was to assist the project team in the assembly of pertinent data and review study products as they were in development. The TAC was convened routinely throughout the study process with working sessions held on the following dates:

- | | |
|----------------------|--------------------|
| ▪ July 29, 2009 | ▪ March 31, 2010 |
| ▪ August 26, 2009 | ▪ May 26, 2010 |
| ▪ September 30, 2009 | ▪ July 28, 2010 |
| ▪ October 28, 2009 | ▪ August 26, 2010 |
| ▪ December 16, 2009 | ▪ October 27, 2010 |
| ▪ February 24, 2010 | ▪ March 30, 2011 |

At each working session, the project team presented an update of the study progress, and preliminary study products for TAC review and comment. The TAC members served as a valuable resource in assuring that the analysis and the development of study products were based upon the latest available data, and that all considerations that could potentially affect the study process were taken into account. Many of these participating agencies lent back office



staff support to the study, with many more technical experts providing assistance beyond those who attended the meetings.

Additional meetings were held outside the formal TAC process. A special committee comprised of modeling experts from numerous agencies was convened early in the study process to review the data and model development assumptions, which provided an extra measure of quality control. Also, individual agency briefing meetings were held with the technical staff at the New Jersey Turnpike Authority and Port Authority of New York and New Jersey to increase project familiarity with back office staff and to gain additional feedback to better inform the study process.

Early in the study, discussions were held with staff from the PANYNJ to coordinate the assembly of traffic count data collected by the PANYNJ. A traffic count program conducted in March 2008 focused on key intersections and roadway segments in and adjacent to the Port Jersey peninsula. These data were utilized as a baseline for establishing the volume of traffic moving to and from the Global Marine Terminal. As the study progressed, meetings and discussions were held with staff of the PANYNJ to discuss alternatives being developed for the diversion of through trucks. PANYNJ staff also provided data related to the projection of future activity growth within the area marine terminals for use in projecting future truck traffic in the study area.

In addition to multiple conversations and informal communications throughout the course of the study, individual meetings were held with the NJ Turnpike Authority and the NJ Department of Transportation (Table 2.1). A presentation and briefing was held with the NJ Turnpike Authority in the interest of apprising them of the study process and findings, particularly with respect to the through truck diversion alternatives that were being evaluated in the study. In addition, while representatives of the NJDOT participated in the study through the TAC, specific technical issues were identified requiring coordination with subject matter experts, specifically related to bicycle/ pedestrian accommodations and environmental screening requirements.

Table 2.1: Public Agency Meetings

Public Agency	Meeting Date
NJ Turnpike Authority	February 23, 2010
NJ Department of Transportation – Bike/Ped	July 14, 2010
NJ Department of Transportation – Environmental	July 14, 2010
Port Authority of New York and New Jersey	Multiple



All TAC members were also invited to attend all Stakeholder Working Group meetings and all Public Information Centers.

2.2 Municipal Officials and Jersey City Agencies

A series of project briefings were offered to municipal elected officials, and groups of municipal officials (Table 2.2) to ensure on an ongoing basis that the project process and direction were consistent with the future goals and objectives of the city. In the course of these meetings, formal presentations were offered by the project team, with discussion of key issues and potential implications of the project.

Table 2.2: Municipal Officials and Jersey City Agency Outreach Briefing Meetings

Municipal Official	Meeting Date
Councilman Michael Sottolano	February 3, 2010 ¹
Councilman David Donnelly	February 4, 2010
Jersey City Planning Board	March 23, 2010
Mayor Jerramiah T. Healy	June 2, 2010
Councilman Michael Sottolano	June 29, 2010
Jersey City Smart Development Interdepartmental Team	September 22, 2010

2.3 Stakeholders

The Western Waterfront contains a wide variety of land uses ranging from residential to industrial to retail to university. The potential impact of the project extends beyond the Western Waterfront and Jersey City to other nearby jurisdictions. A Stakeholder Working Group (SWG) was convened to gain feedback from property owners, residents and tenants, as well as representatives of Jersey City and nearby jurisdictions. Stakeholder outreach efforts took three forms: hosting formal Stakeholder Working Group meetings, meetings with officials

¹ Councilman Sottolano also attended most meetings of the Technical Advisory Committee.



representing jurisdictions outside of Jersey City, and meetings with individual stakeholders to address specific concerns.

2.3.1 Formal Stakeholder Working Group

At the initiation of the study, a list of individuals and organizations to be invited to participate as part of the Stakeholder Working Group (SWG) was assembled. This list consisted of the owners of property with frontage abutting the Route 440/Routes 1&9T corridor, as well as potentially interested neighborhood groups; industry groups; local, Hudson County and State agencies; and municipal officials from Jersey City and surrounding municipalities. These identified individuals and organizations (Appendix 2.1) were contacted and invited to participate in the study. Two meetings of the SWG were convened (Table 2.3), during which participants were presented with an overview of the study goals and objectives, process and progress. The stakeholders were invited to provide their thoughts and comments throughout the study process.

All SWG members were also invited to attend all Public Information Centers. The second PIC presentation consisted of presentation of the draft Locally Preferred Alternatives.

Table 2.3: Stakeholder Working Group Meetings

Stakeholder Working Group Meetings	Meeting Date	Purpose of Meeting
SWG Meeting No. 1	October 7, 2009	Project Overview and presentation of study goals, objectives and process
SWG Meeting No. 2	February 9, 2010	Project status update and presentation of preliminary findings
SWG Meeting No. 3	November 4, 2010	Project status update and presentation of preliminary LPA. This meeting was combined with the second Public Information Center



2.3.2 Nearby Local Jurisdictions

Based on the understanding that implementation of the locally preferred alternatives to be developed through this study could have implications to the surrounding region, meetings were held with officials representing jurisdictions outside of Jersey City (Table 2.4). Depending upon the locale, of particular interest to these other jurisdictions was the effect that the through truck diversion concept alternatives under investigation could potentially have on the transportation environment within their jurisdictions, or the effect corridor improvements could have on local traffic, parks, recreation, businesses or economic growth. These meetings included formal presentation of the study objectives, process and findings, followed by discussion of key issues of interest to the jurisdiction to which the briefing was offered.

Table 2.4: Local Jurisdiction Officials Meetings

Local Jurisdiction	Meeting Date
Hudson County Administration, Parks, Planning and Engineering Staff	January 21, 2010
Hudson County Comprehensive Economic Development Strategy (CEDS) Committee	December 9, 2009
Freeholder William O'Dea	February 24, 2010
City of Newark, City Engineering and City Planning	March 30, 2010
Hudson County Department of Parks & Community Services and Division of Planning	June 8, 2010

Attendees at the local jurisdiction officials meetings listed included:

Hudson County Administration, Parks, Planning and Engineering Staff

- Laurie Cotter Deputy County Administrator
- Ken Jennings Division of Parks
- Joe Cecchini Division of Parks
- Tom McCann Division of Parks
- John Lane Division of Engineering
- Stephen Marks Division of Planning



City of Newark, City Engineering and City Planning

- Medhi Mohammadish City Engineer
- Jack Nata Division of Traffic and Signals
- Elizabeth Tanzosh Division of Traffic and Signals
- Alex Dambach Division of Planning and Community Development

Hudson County Department of Parks & Community Services and Division of Planning

- Michelle Richardson Department of Parks and Community Services
- Stephen Marks Division of Planning
- Silvana Kaminski Department of Parks and Community Services

Hudson County Comprehensive Economic Development Strategy (CEDS) Committee

- Johnny Garces Union City
- John Lane Hudson County Engineer
- Tom Powell Town of Harrison
- Doug Greenfeld Jersey City HEDC
- Scott Parker Jacobs Engineering Group
- Naomi Hsu Jersey City Planning
- Raj Menon Sovereign Bank
- Jeff Kaplowitz C-21 Realty
- Alan Lambiasi PTC Properties
- Rich Dwyer PSE&G
- Paul Silverman Silverman Developers
- John Peneda Kearny UEZ
- Carissa Johnsen Hudson County Planning
- Jeremy Colangelo NJ Transit
- Paul Clark Honeywell
- Jay DiDominico Hudson Transportation Management Association
- Jesse Anne Ransom Bayonne Local Redevelopment Agency
- Gina Boesch New Jersey City University
- David Behrend North Jersey Transportation Planning Authority
- John Fussa City of Bayonne
- Heather Martin
- Elizabeth Spinelli Hudson County Economic Development Corporation



- Glen Gabert Hudson County Community College
- Placido Hernandez Union City Community Development Agency
- Suzanne Mack Bayonne Local Redevelopment Authority

2.3.3 Meetings with Property Owners

To supplement the formal stakeholder working group meetings, the project team also reached out on a case by case basis to a number of individual stakeholders and stakeholder groups to ensure that project information was disseminated to as many potentially impacted parties as possible. Additional stakeholders came forward with specific concerns and a number of meetings were held to gain understanding and resolve those concerns, which in most instances were satisfied through a fuller explanation of the project. These meetings were held with individual, institutional and corporate property owners, as well as a condominium association (Table 2.5). In some instances, the stakeholder meeting discussions resulted in the modification of project corridor alternatives or creation of an additional alternative.

Table 2.5: Property Owner and Neighborhood Group Meetings

Property Owner / Neighborhood Group	Meeting Date
Joseph DiFeo	December 1, 2009
NJCU	January 13, 2010
Williamses	January 28, 2010
Honeywell	February 3, 2010
NJCU	March 2, 2010
Society Hill I, II, and III	April 14, 2010
NJCU	April 16, 2010
Honeywell	July 29, 2010
NJCU	August 3, 2010
NJCU	August 24, 2010
Williamses	November 9, 2010



2.4 Public Information Centers

Two evening Public Information Centers (PICs) were held at New Jersey City University through the course of the study as an additional method to provide an inclusive study process and to solicit input from the public at large (Table 2.6). These informational meetings were conducted in an open-house format with short formal presentations offered, with an extensive array of project materials on display. Jersey City staff and key members of the project team were available to discuss issues and concerns with members of the public in informal groups or “one-on-one” throughout the evenings. A Spanish language interpreter was also available.

Notice of these Public Information Centers was published in *The Jersey Journal*, which is the local daily newspaper, as well as in Spanish language newspapers *El Especialito* and *Cambio*, published and distributed in Jersey City. Articles announcing the meetings were published online in the Jersey City Independent. Letters of invitation for the second Public Information Center were direct mailed to 340 addressees, and targeted a wide range of Jersey City organizations and stakeholders including the Stakeholder Working Group, neighborhood and block associations, schools, Jersey City Housing Authority housing complexes, houses of worship, senior centers, community centers, and the project stakeholders identified previously. The list of addressees of the invitation letter is presented in Appendix 2.2. Notices of the Public Information Centers were posted in English and in Spanish on the City of Jersey City website (www.jerseycitynj.gov) and on the project-specific website (www.440study.com). Subsequent to the meetings, presentation materials were posted to the project website for public access. Forms were provided at each Public Information Center for interested parties to submit comments related to the study. This form was also posted to the project web site for use by any individuals wishing to submit comments.



Table 2.6: Public Information Centers

Public Information Center Meeting	Meeting Date	Purpose of Meeting
Public Info Center 1	March 9, 2010	Project Overview and presentation of study goals, objectives and process. Open-house format for individual questions and answers
Public Info Center 2	November 4, 2010	Project status overview and presentation of preliminary locally preferred alternative

2.5 NJDOT Core Group

Two meetings were held with the NJ DOT Core Group, which is comprised of a series of Subject Matter Experts (SMEs) representing a range of departments and discipline areas within the NJDOT (Table 2.7). The purpose of these meetings was threefold. First, Core Group is a mechanism within NJ DOT to ensure that information is exchanged among NJ DOT staffers about different projects. Second, Core Group ensures that the departments within the NJDOT that are or will become involved in the project development process are thoroughly familiar with the study area, existing constraints, and the goals and objectives of the study early in the concept development process. Third, Core Group is an opportunity for SMEs to provide constructive criticism so that potential issues and fatal flaws may be identified early in the process, and resources may be applied in an efficient manner, resulting in the identification of a locally preferred alternative that addresses local and regional needs, and is feasible and constructible.



Table 2.7: NJDOT Core Group Meetings

NJDOT Core Group meetings	Meeting Date	Purpose of Meeting
Pre NJDOT Core Group Meeting Field Tour	December 16, 2009	Field tour with NJDOT SMEs to familiarize them with the study area prior to Core Group Meeting No. 1
NJDOT Core Group Meeting No. 1	December 17, 2009	Project Overview and discussion of potential corridor design issues and through-truck diversion alternatives
Pre NJDOT Core Group Meeting	November 1, 2010	Coordination of agenda and materials to be presented at the November 10, 2010 Core Group Meeting
NJDOT Core Group Meeting No. 2	November 10, 2010	Project status update and presentation of alternatives considered and preliminary Locally Preferred Alternative.



2.6 Project Web Site

A project-specific website was developed at <http://www.440study.com> to maximize project transparency and openness, and as a means of providing accessible and up to date information (Figure 2.1). The website was officially launched on October 14, 2009 and served as a portal for exchanging information with project stakeholders, the Technical Advisory Committee and interested members of the public. The site received over 800 hits during the course of the project. The site incorporated a translator tool for numerous languages ensuring broad accessibility to the public. Content for the web site was periodically updated as study products were developed and included:

- Project Scope of work
- Contact information for Jersey City staff
- Notices of upcoming meetings and Public Information Centers
- Project background information
- Project Fact Sheets
- Links to previous studies and relevant sources of information
- Project reports
- Information and directions for submitting comments to the project team.





2.7 Environmental Justice Communities

Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”, signed on February 11, 1994, requires that federal agencies, to the greatest extent allowed by law, administer and implement programs, policies and activities that affect human health or the environment so as to identify and avoid “disproportionately high and adverse” effects on minority and low-income populations. Additionally, Environmental Justice seeks to have meaningful involvement of the public including soliciting input from affected minority and low-income populations.

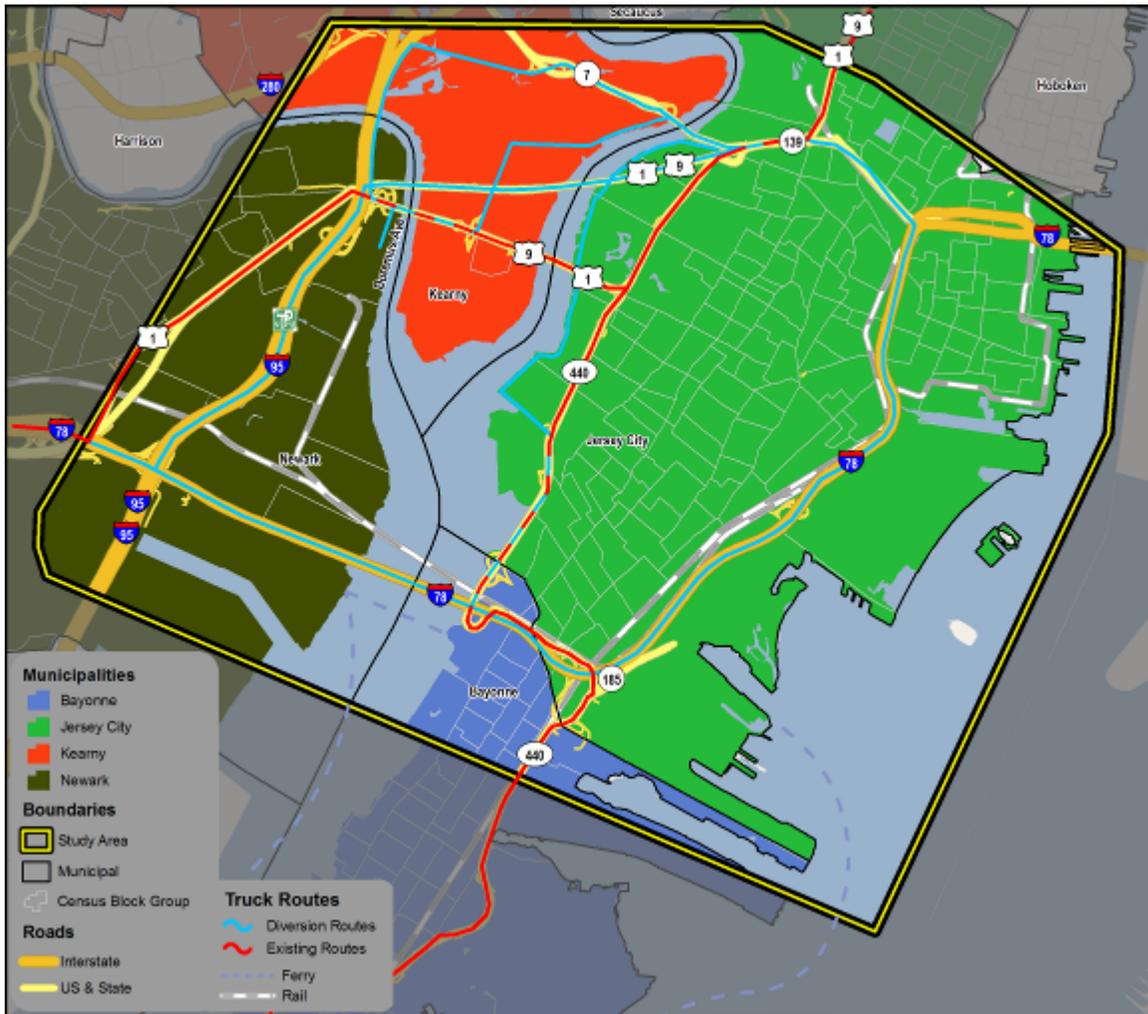
The North Jersey Transportation Planning Authority (NJTPA) prepared an Environmental Justice Regional Analysis in 2007 to ensure that environmental justice communities have been receiving a proportionate distribution of transportation investments. When compared to the socio-economics and racial demographics of the region, the analysis identified the City of Jersey City as an environmental justice community.

This analysis will further review the Census data to identify specific areas within Jersey City and the study area that have high percentages of minority or low-income populations, as compared to the City and the surrounding areas. This information will be used to identify disproportionate effects, as well as to develop measures to solicit input from the study area’s minority and low-income populations.

2.7.1 Environmental Justice Study Area

An Environmental Justice (EJ) study area boundary was developed to isolate potential environmental justice concerns broadly related to the project. Since any proposed Route 440/Routes 1&9T improvements may affect the flow of area truck traffic, the EJ boundary accounts for several miles beyond the primary study corridor in Jersey City. Census block groups through which potential truck diversion routes, or alternative routes that trucks may choose to use, were considered in this analysis. This area is bounded by the NJ Turnpike to the west, Route 7 and I-78 to the north, the NJ Turnpike Extension to the south, and the Hudson River to the east. The resulting EJ study area includes most of Jersey City, as well as portions of adjacent communities in Bayonne, Kearny, and Newark (Figure 2.2). Block groups which intersect the EJ study area were included in their entirety for this analysis.

Figure 2.2: Environmental Justice Study Area



2.7.2 Technical Approach

Environmental justice is a potential concern where the percentage of low income or minority population in each block group exceeds that of the general population. Low income communities are defined using Census data, which determines poverty by comparing family income against thresholds based on household socioeconomic factors. Median household income was also surveyed as an additional reference. Minority populations are also defined using Census data, which identifies race by Hispanic or Non-Hispanic ethnicities. The minority race category analyzed herein is comprised of Black, Asian, American Indian and Alaskan Native, Native Hawaiian or Pacific Islander, and all races of ethnic Hispanic origin.



To identify communities of potential environmental justice concern, population and income data in each block group were compared to its municipal and county aggregate figures using the 2000 Census Summary File 3 (SF 3) (Table 2.8). The average of Hudson and Essex County data is used as the basis for determining a higher than average percentage by block group.

Table 2.8: Summary of Demographic Data

Area	% Minorities	% Below Poverty	Median Household Income ¹
County			
Hudson	65%	16%	\$40,293
Essex	62%	16%	\$44,944
Average County	63%	16%	\$42,618
Municipality			
Bayonne	30%	10%	\$41,566
Jersey City	76%	19%	\$37,862
Kearny	40%	9%	\$47,757
Newark	86%	28%	\$26,913
Block Groups by Municipality (Residential Land Uses Only)			
Bayonne	28%	8%	\$46,955
Jersey City	78%	19%	\$39,095
Kearny ²	-	-	-
Newark	52%	22%	\$28,241

Notes:

¹ Block group-level figures are the average of median household income of all block groups within each municipality weighted by respective population size.

² NJDEP 2007 Land Use/Land Cover data revealed no residential land uses within the Kearny study area.



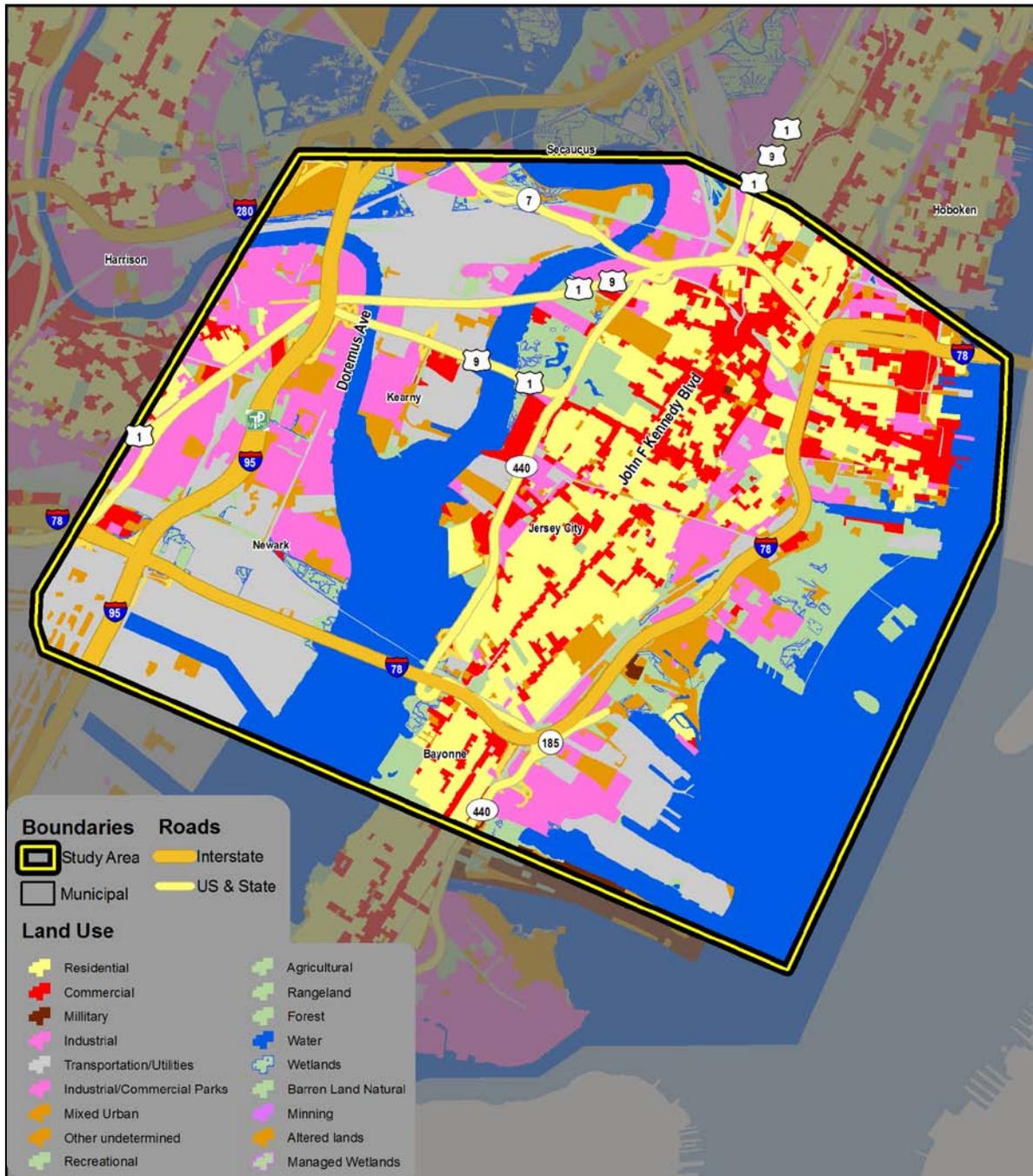
Census data are contiguous at the block group level and aggregate both residential and non-residential land uses. Since environmental justice analyses are limited to residential areas, the collected demographic data were further refined through GIS mapping. Using 2007 land use/land cover data provided by the New Jersey Department of Environmental Protection (Figure 2.3), non-residential areas within each block group were geographically isolated and removed from analysis. This renders a more accurate presentation of residential communities in the study area, with notable exclusions in the Newark port and industrial area where the NJ Turnpike and I-78 intersect, as well as all block groups within the Kearny study area.

The demographic relationship between residential land uses within each block group and county-level statistical aggregates (Figures 2.4 and 2.5) are as follows:

- Green denotes block groups with minority populations and/or poverty levels that are consistent with or below county-level statistics. These areas would not qualify as communities of environmental justice concern.
- Browns denote block groups with moderate deviation from county-level statistics (within 20 percentage points of average county percent). These areas would marginally constitute communities of environmental justice concern.
- Purples denote block groups with a substantial increase from county-level statistics (21 to 40 percentage points more than average county percent). These areas likely represent communities of environmental justice concern.
- Red denotes block groups with a severe increase from county-level statistics (more than 40 percentage points more than average county percent). These areas would definitely qualify as communities of environmental justice concern.



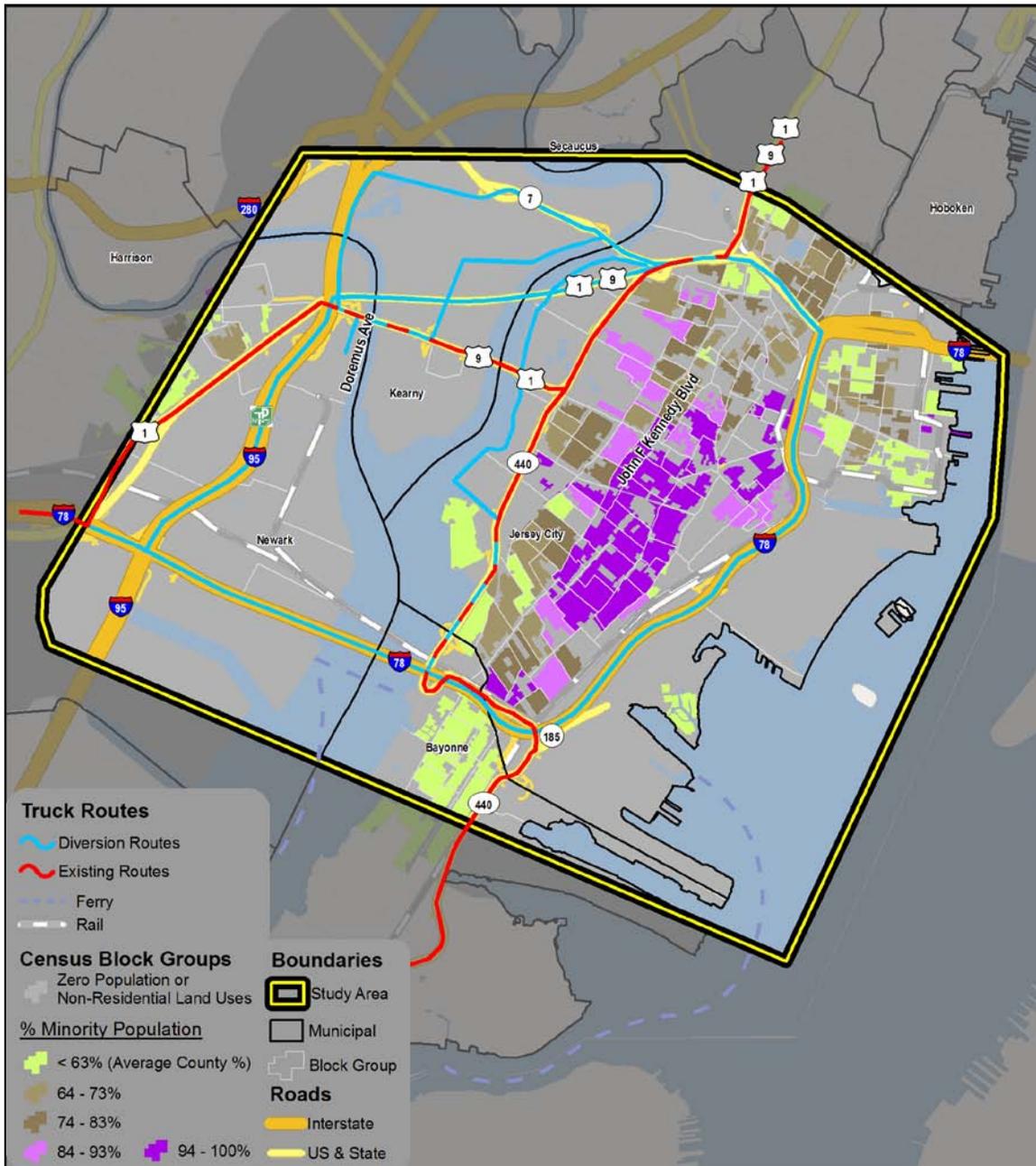
Figure 2.3: Land Use/Land Cover Overlay of Study Area



Source: NJDEP 2007 Land Use / Land Cover



Figure 2.4: Percentage of Minority Populations at the Block Group Level



Source: Census 2000 Summary File 3 (SF 3), NJDEP 2007 Land Use / Land Cover



Figure 2.5: Percentage of Persons Below Poverty Level at the Block Group Level



Source: Census 2000 Summary File 3 (SF 3), NJDEP 2007 Land Use / Land Cover



2.7.3 Analysis Findings

Through the use of GIS mapping, boundaries were developed to delimit block groups comprising communities of potential environmental justice concern within the extended Environmental Justice study area. A boundary was created where block groups exceeded county-level demographics by at least 20 percentage points (color coded purple), or comprised a contiguous cluster of census block groups exceeding county-level demographics by at least 10 percentage points (color coded dark brown). The size and extent of each boundary was determined by identifying clusters of adjacent block groups which exceeded county-level demographics by at least 10 percentage points (color coded dark brown).

Five locations with high minority and/or low income populations were identified in the Environmental Justice study area (Figures 2.6 and 2.7) as described below. As shown in the figures, no Environmental Justice communities were identified in the portions of Bayonne, Kearny, and Newark that were included in the analysis.

1. Jersey City residences within an area bounded by Franklin St to the north, Palisades Ave to the east, Summit Ave—Central Ave to the west, and Hoboken Ave to the south (Ward C). A total of ten block groups comprise this community, which is proximate to a proposed truck diversion route along Route 139/Pulaski Skyway. Proximity was defined as a block group having any portion within the group located within one city block of the study corridor or through-truck diversion route. Minority population ranges from 68 to 78 percent in nine block groups—compared with the average Hudson/Essex County percent of 63, and 76 percent in Jersey City—resulting in an area of marginal concern. Population below poverty level in this area falls below the county-level figure and would not constitute an area of concern.
2. Jersey City residences within an area bounded by the PATH System rail line to the north, Garrison Ave to the east, Route 440 to the west, and the Holy Name Cemetery—Highland Ave to the south (Ward B). A total of seven block groups comprise this community, which is proximate to a possible truck diversion route along Routes 1&9. Minority population ranges from 72 to 86 percent in all seven block groups—compared with the average Hudson/Essex County percent of 63, and 76 percent in Jersey City—resulting in an area of marginal to likely concern. Population below poverty level ranges from 17 to 38 percent in all seven block groups—compared with 19 percent in Jersey City and 16 percent in



Hudson/Essex Counties—resulting in an area of marginal to likely concern; the median household income is \$31,299, compared to the average of \$42,618 in Hudson/Essex County and \$37,095 in Jersey City.

3. Jersey City residences within an area bounded by Newark Ave to the north, I-78/NJ Turnpike Extension to the east, Garfield Ave—Baldwin Ave to the west, and the Hudson-Bergen Light Rail (West Side Ave alignment) to the south (Wards E and F). A total of seventeen block groups comprise this community, which is proximate to a proposed truck diversion route along I-78/NJ Turnpike Extension. Minority population ranges from 72 to 100 percent in sixteen block groups—compared with the average Hudson/Essex County percent of 63, and 76 percent in Jersey City—resulting in an area of marginal to definitive concern. Population below poverty level ranges from 18 to 58 percent in fifteen block groups—compared with 19 percent in Jersey City and 16 percent in Hudson/Essex Counties—resulting in an area of marginal to definitive concern; the median household income is \$26,597, compared to the average of \$42,618 in Hudson/Essex County and \$37,095 in Jersey City.

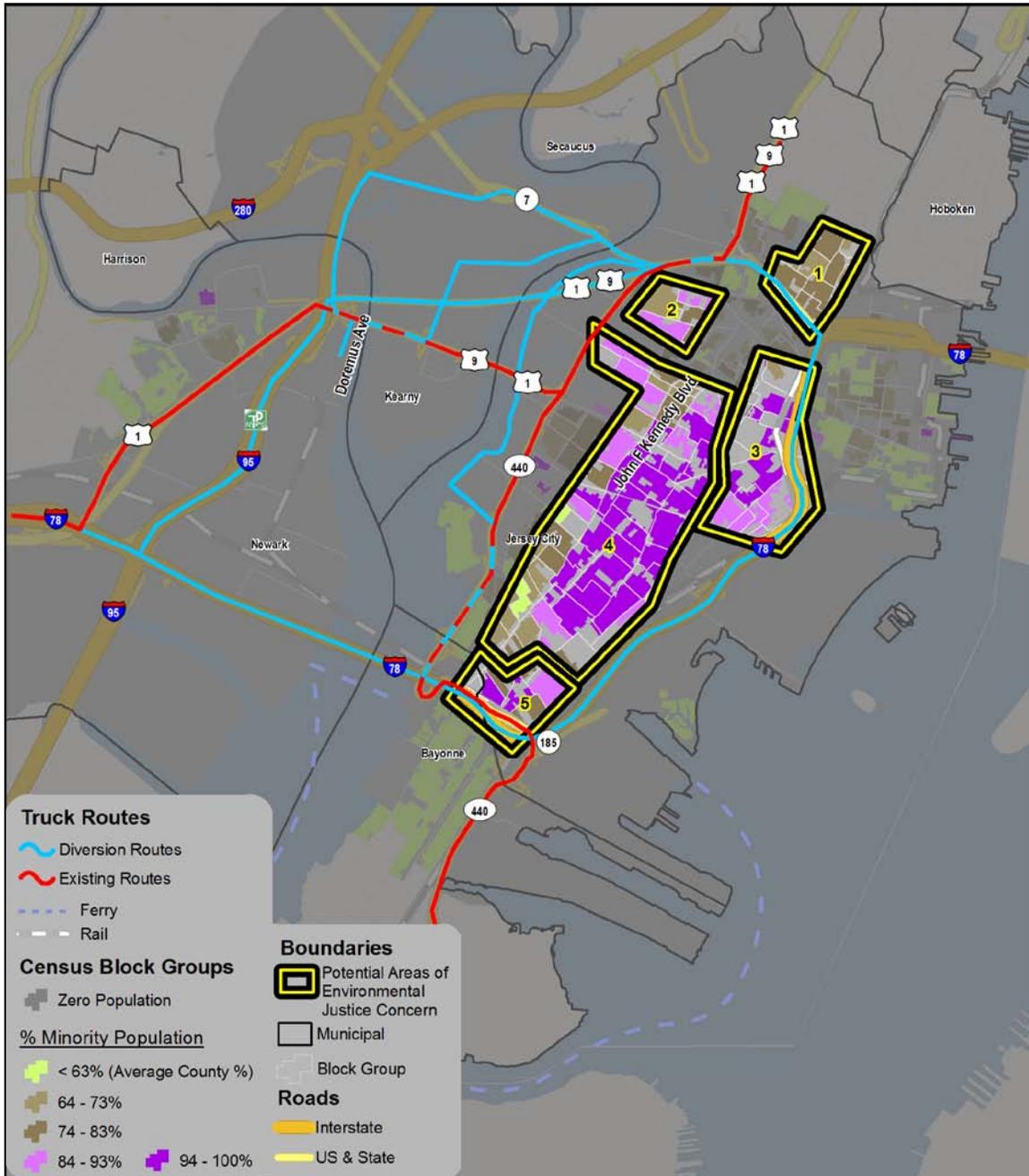
4. Jersey City residences within an area bounded by the Holy Name Cemetery—Highland Ave to the north, Garfield Ave—Baldwin Ave to the east, West Side Ave to the west, and Gates Ave—Linden Ave to the south (Wards A, B, and F). A total of sixty block groups comprise this community which has many potentially affected corridors. Minority population ranges from 65 to 100 percent in fifty-five block groups—compared with the average Hudson/Essex County percent of 63, and 76 percent in Jersey City—resulting in an area of marginal to definitive concern. Population below poverty level ranges from 16 to 64 percent in thirty-seven block groups—compared with 19 percent in Jersey City and 16 percent in Hudson/Essex Counties—resulting in an area of marginal to definitive concern; the median household income is \$29,404, compared to the average of \$42,618 in Hudson/Essex County and \$37,095 in Jersey City.

5. Jersey City residences within an area bounded by Gates Ave—Linden Ave to the north, the Hudson-Bergen Light Rail to the east, John F Kennedy Blvd on the west, and I-78/NJ Turnpike Extension to the south (Ward A). A total of twelve block groups comprise this community, which is proximate to proposed truck diversion routes along I-78/NJ Turnpike Extension and potentially affected corridors. Minority population ranges from 66 to 94 percent in seven block groups—compared with the average Hudson/Essex County percent of 63, and 76 percent in Jersey City—resulting in an area of marginal to likely concern. Population below poverty ranges from 18 to 53 percent in six block groups—compared



with 19 percent in Jersey City and 16 percent in Hudson/Essex Counties—resulting in an area of marginal to likely concern; the median household income is \$36,409, compared to the average of \$42,618 in Hudson/Essex County and \$37,095 in Jersey City.

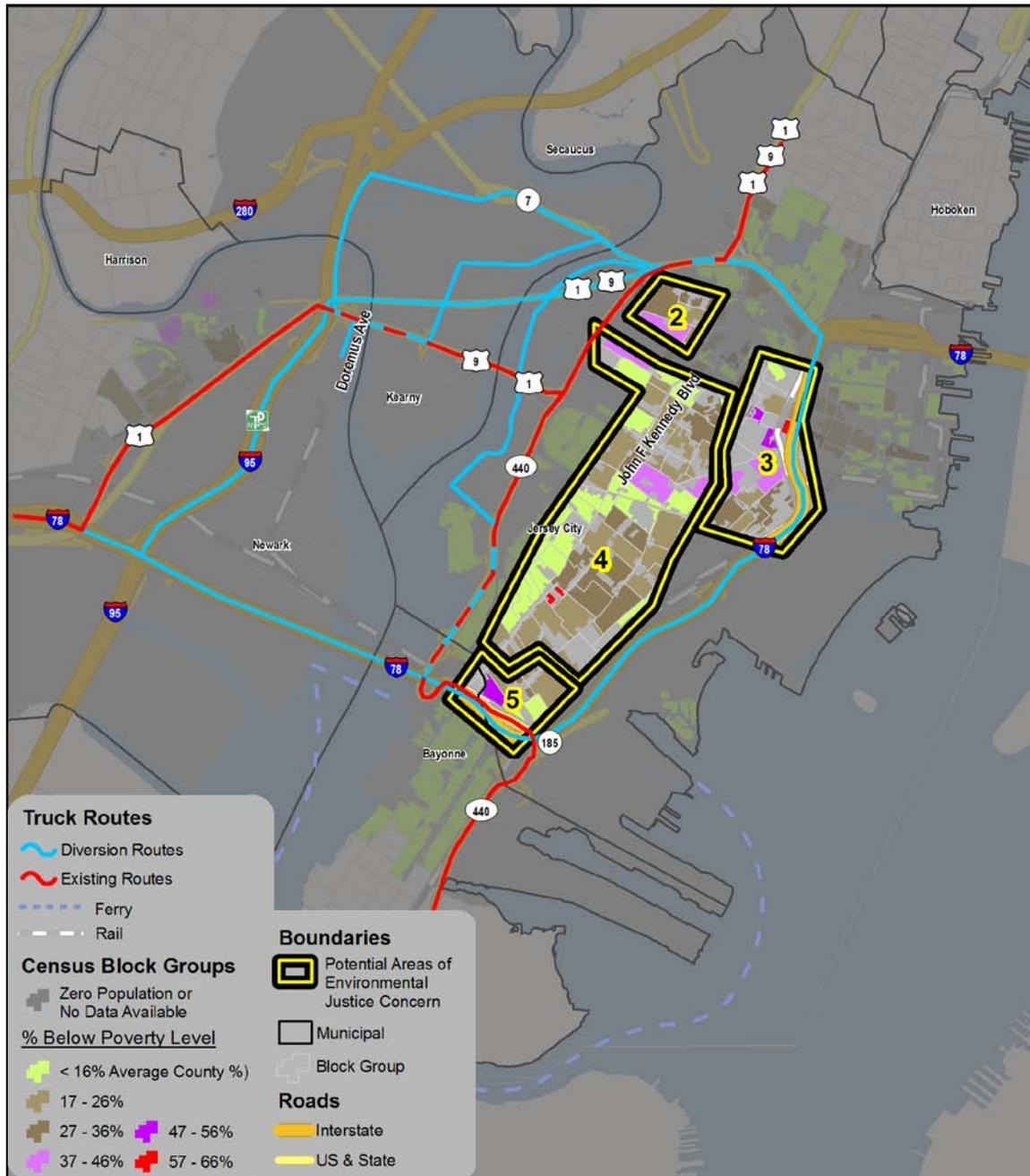
Figure 2.6: Minority Areas of Potential Environmental Justice Concern



Source: Census 2000 Summary File 3 (SF 3), NJDEP 2007 Land Use / Land Cover



Figure 2.7: Low Income Areas of Potential Environmental Justice Concern



Source: Census 2000 Summary File 3 (SF 3), NJDEP 2007 Land Use / Land Cover



2.7.4 Environmental Justice Community Outreach

The City Council members of the wards within the study area and block associations within the study area were identified. Community organizations within Jersey City and the vicinity which may have involvement with minority and low income populations have been identified as well as Environmental Justice Contacts (Table 2.9). These Council members, block associations, and community organizations were included on the mailing list and sent invitations to the second Public Information Center. The letter invitation included a project fact sheet summarizing the project study area and objectives. Through this mailing, as well as through advertisement in local English and Spanish language newspapers, active participation by residents and representatives of the identified Environmental Justice communities was sought and encouraged. In addition, the project website included notices of the Public Information Center, and other project information, in English, Spanish, and other languages. A full mailing list of Public Information Centers No. 2 invitees is presented in Appendix 2.2.



Table 2.9: Environmental Justice Community Organizations

Association Name	Contact
City Council Members and Groups within EJ Analysis Study Area	
Ward A (Greenville)	Councilman Michael Sottolano
Ward B (West Side)	Councilman Dave Donnelly
Ward C (Journal Square)	Councilwoman Nidia Lopez
Ward E (Downtown)	Councilman Steven Fulop
Ward F (Bergen/LaFayette)	Councilwoman Viola Richardson
Ward A (Greenville)	
Block Association of Gates Avenue	Diane & Philip Salinardi
Bayside Terrace/Richard St. Association	Denise L. Jefferson
Cator Avenue Organization	Gilberto Camacho
Combined Warner Avenue Block Association	Rosalyn Waters-Maxwell
Danforth Ave/Linden Ave/Cator Ave Block Ass.	Thomas R. McGuire
Eastern Parkway Neighborhood Association	Rhonda Sumter
Greenville & Linden Avenue peacemaker Block Associates	Mary Whipple
Patterson Street Block Association	Susan Brin
Seaview Avenue Block Association	Barbara Burgess
Society Hill 1 @ JC	Neil Scott
Stevens Avenue Block Association	Bertha Ford
Wade Street Block Associating	Vivian Beazzell
Ward B (West Side)	
Fisk Street Block Association	William Hampton
Harrison Avenue Block Association	Beth Cohen
Lincoln Park West Side Block Association	Peter Loizon
Logan Avenue Block Association	Jeannie Rotunda
West Bergen Lincoln Park Neighborhood Coalition	Charlene Burke
West Belmont Bock Association	Gloria D Smith
Ward C (Journal Square)	
Booraem Avenue Block Association	Angel Nunez
Coles 4th and 5th Street Association	Albert Baccili
Collard Street Block Association	Charlie Ivins
Friends of Liberty State Park	Sam Pesin
Hilltop Block Association	Richard Boggiano
Mercer Block Association	Donna Cabell
Sgt. Anthony	Barbara Petrick
Ward E (Downtown)	
Civic of Jersey City	Daniel Levin
Jersey City Tenant Affairs Board	



Table 2.9: Environmental Justice Community Organizations

Association Name	Contact
City Council Members and Groups within EJ Analysis Study Area	
Ward F (Bergen/LaFayette)	
Wayne Street Block Association	Vincent Ruggiero
Astor Place Neighborhood Association	Carol Harlem Arnold
Block 2075 Lafayette homeowners Association	Dawn Odoms
Boltwood Street Block Association	Koby Benvenisti
Bramhall Avenue Block Association	Steven Goodstein
Clerk Street Block Association	Eileen Flannigan
Communipaw Avenue Block Association	Rosalyn A. Browne
Community Action Block Club of Clinton Avenue	Eleanor Cooper
Crescent Avenue Block Association	Lucille Leslie
East Stegman Street Block Association	Margaret Jeffers
Graco Community Association	Cathy Garguillo
Grant Avenue	Ronell Montgomery
Lower Ege Avenue Block Association	Barbara Campbell
Madison Avenue Block Association	Gregory Smith
Montgomery Gardens Senior C.C	Leona Wallace
Park Prescott Neighborhood Association	Marie Green
Randolph Block Association #2	Luis Osorio
Randolph Raiders	Regina Smith
Randolph Raiders Block Association	Gillian Allen
Storms Avenue Block Association	Keisher Harris
The Greater Bidwell Block Association	Charles McKenny
Van Nostrand Block Association	Tracy Thomas
Virginia Gardens Block Association	Maroa Porter
Wegman Parkway Block Association	Deloris Melvin
Wilkinson Avenue Block Association	Elmer Evans
Other Community Groups	
NAACP Jersey City Branch	Kabili Tayari
Philippine-American Friendship Committee, Inc.	Rosalinda M. Rupel
Comite En Union para Salvadoreños (CEUS)	Blanca Molina
Save Latin America (SLA)	Art Williamson
Urban League of Hudson County	Elnora Watson
Heightened Independence in Progress	Kathy Wood
Puertorriquenos Asociados for Community Organization (PACO)	
Fairmount Housing Corporation	Bill Bajor