

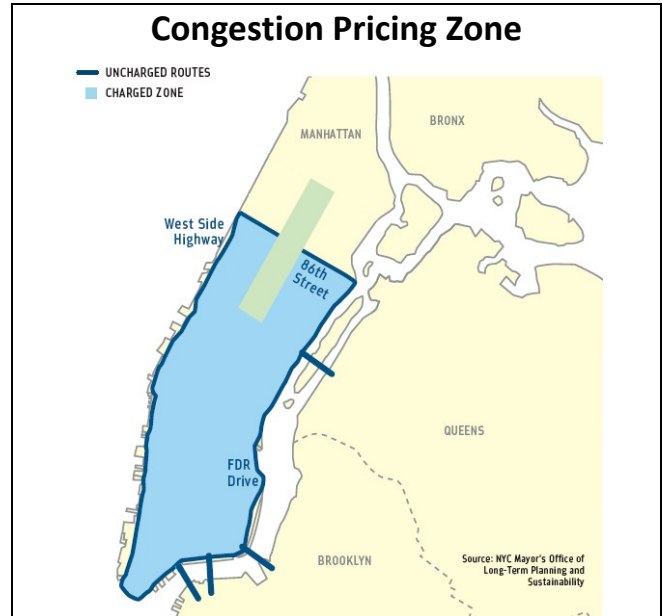
Congressional District 1 Representative Robert E. Andrews (Democrat)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan’s central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the “Access to the Region’s Core” project).



Only 0.0% of workers in Representative Robert E. Andrews’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **100.0% would not be affected by the charge** because they don’t work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 99.8%

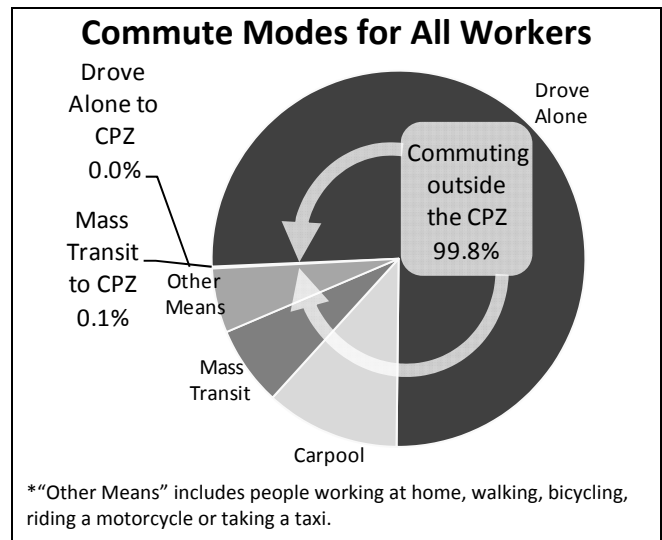
Percent commuting to the CPZ: 0.2%

Percent driving alone to the CPZ: 0.0%

Percent carpooling to the CPZ: 0.0%

Percent taking mass transit to the CPZ: 0.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%



Data source: U.S. Bureau of the Census. 2000 Decennial Census.

Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development



For more information, contact Zoe Baldwin, TSTC, at (212) 268-7474

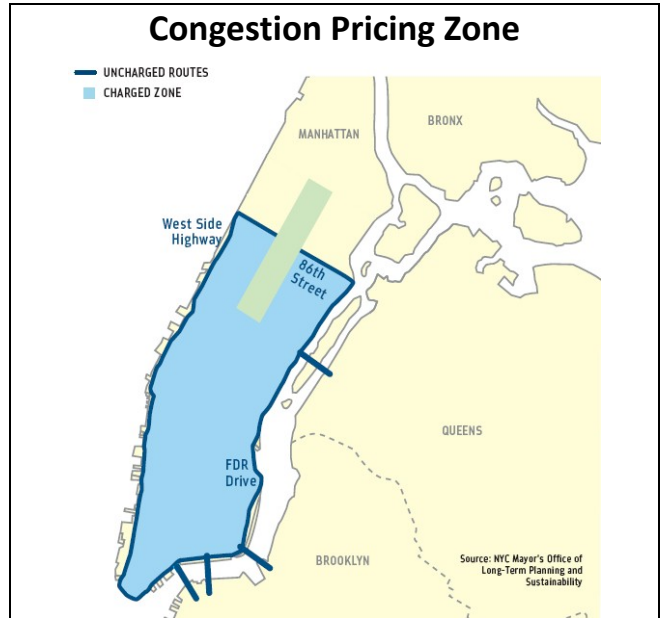
Congressional District 2 Representative Frank A. LoBiondo (Republican)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan’s central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the “Access to the Region’s Core” project).



Only 0.1% of workers in Representative Frank A. LoBiondo’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **99.9% would not be affected by the charge** because they don’t work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 99.9%

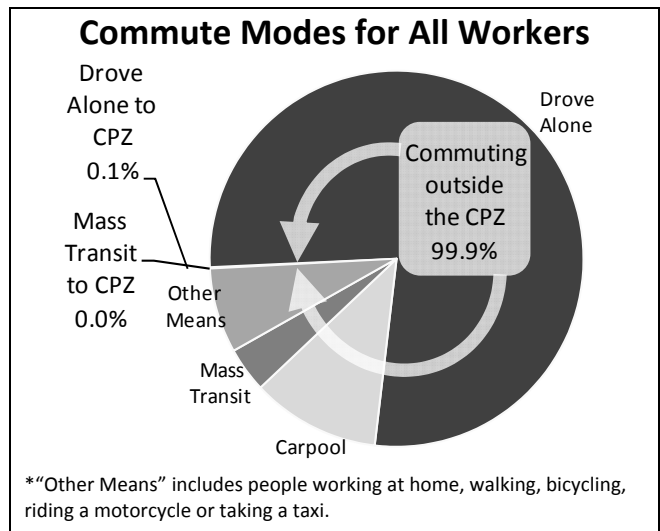
Percent commuting to the CPZ: 0.1%

Percent driving alone to the CPZ: 0.1%

Percent carpooling to the CPZ: 0.0%

Percent taking mass transit to the CPZ: 0.0%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%



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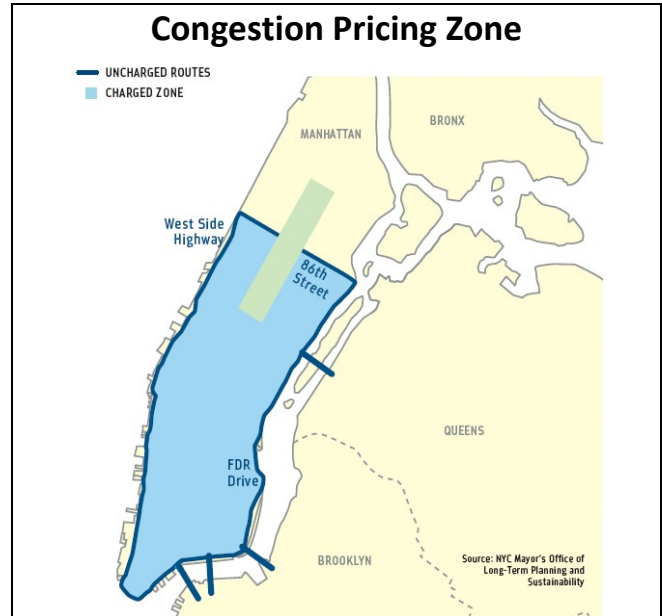
Congressional District 3 Representative Jim Saxton (Republican)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan's central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the "Access to the Region's Core" project).



Only 0.2% of workers in Representative Jim Saxton's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **99.8% would not be affected by the charge** because they don't work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 99.4%

Percent commuting to the CPZ: 0.6%

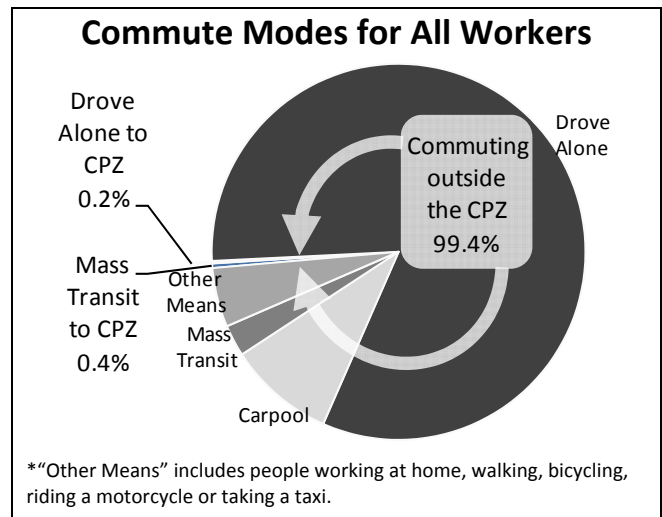
Percent driving alone to the CPZ: 0.2%

Percent carpooling to the CPZ: 0.0%

Percent taking mass transit to the CPZ: 0.4%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%

Data source: U.S. Bureau of the Census. 2000 Decennial Census.



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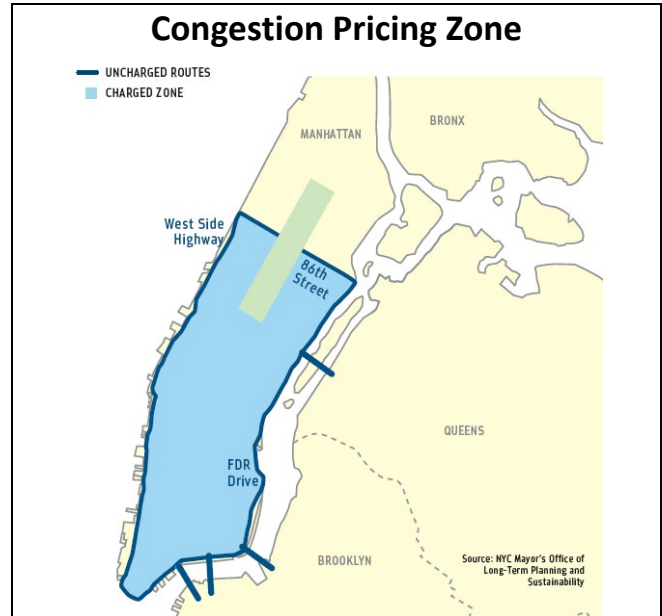
Congressional District 4 Representative Christopher H. Smith (Republican)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan's central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the "Access to the Region's Core" project).



Only 0.4% of workers in Representative Christopher H. Smith's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **99.6% would not be affected by the charge** because they don't work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 97.9%

Percent commuting to the CPZ: 2.1%

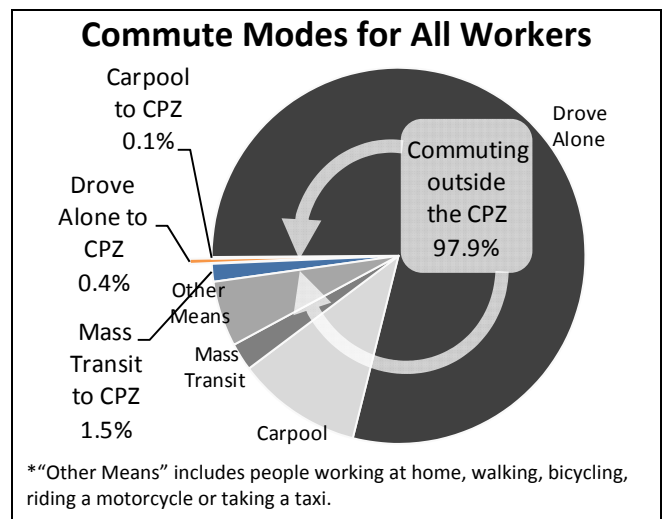
Percent driving alone to the CPZ: 0.4%

Percent carpooling to the CPZ: 0.1%

Percent taking mass transit to the CPZ: 1.5%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%

Data source: U.S. Bureau of the Census. 2000 Decennial Census.



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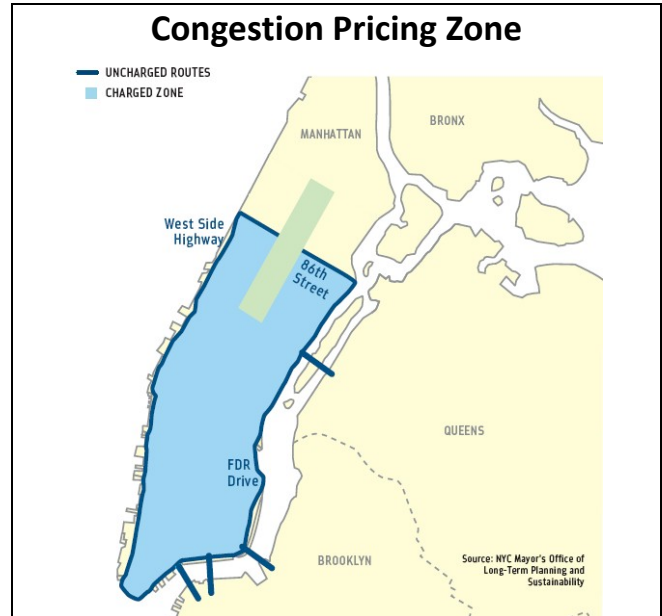
Congressional District 5 Representative Scott Garrett (Republican)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan’s central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the “Access to the Region’s Core” project).



Only 2.8% of workers in Representative Scott Garrett’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.2% would not be affected by the charge** because they don’t work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 92.1%

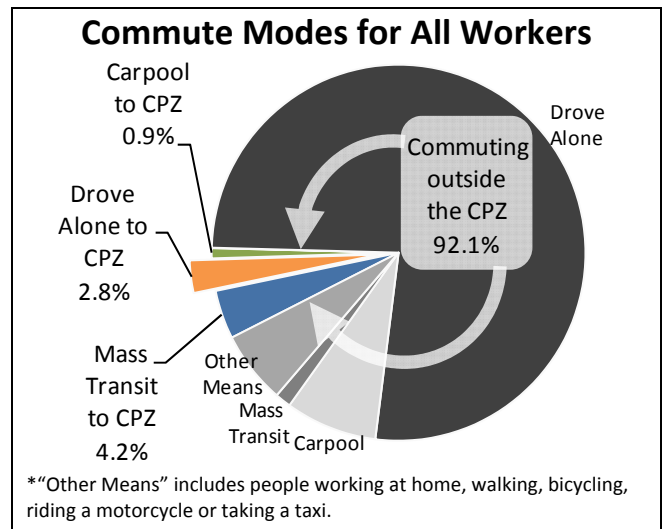
Percent commuting to the CPZ: 7.9%

Percent driving alone to the CPZ: 2.8%

Percent carpooling to the CPZ: 0.9%

Percent taking mass transit to the CPZ: 4.2%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%



Data source: U.S. Bureau of the Census. 2000 Decennial Census.

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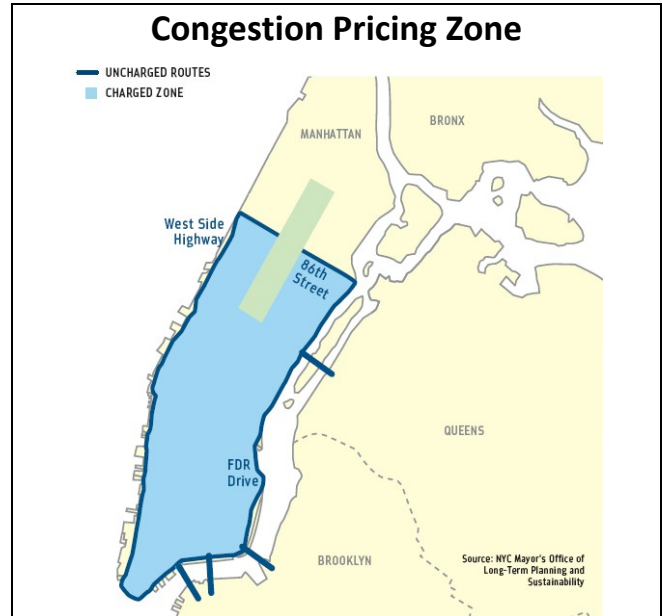
Congressional District 6 Representative Frank Pallone (Democrat)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan’s central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the “Access to the Region’s Core” project).



Only 0.9% of workers in Representative Frank Pallone’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **99.1% would not be affected by the charge** because they don’t work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 93.1%

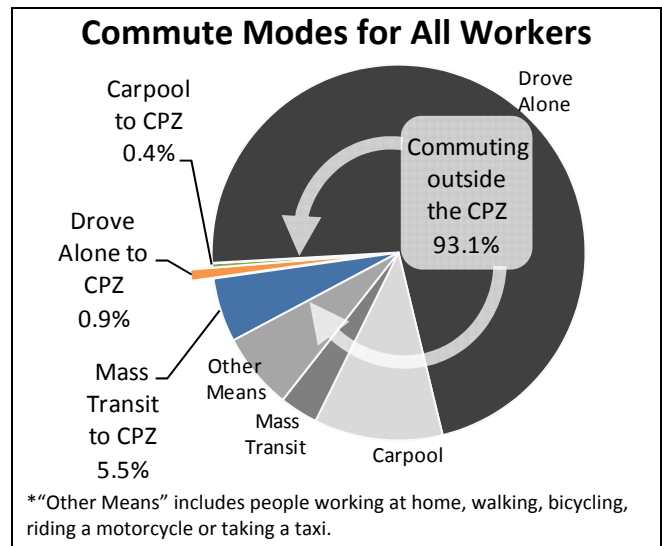
Percent commuting to the CPZ: 6.9%

Percent driving alone to the CPZ: 0.9%

Percent carpooling to the CPZ: 0.4%

Percent taking mass transit to the CPZ: 5.5%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%



Data source: U.S. Bureau of the Census. 2000 Decennial Census.

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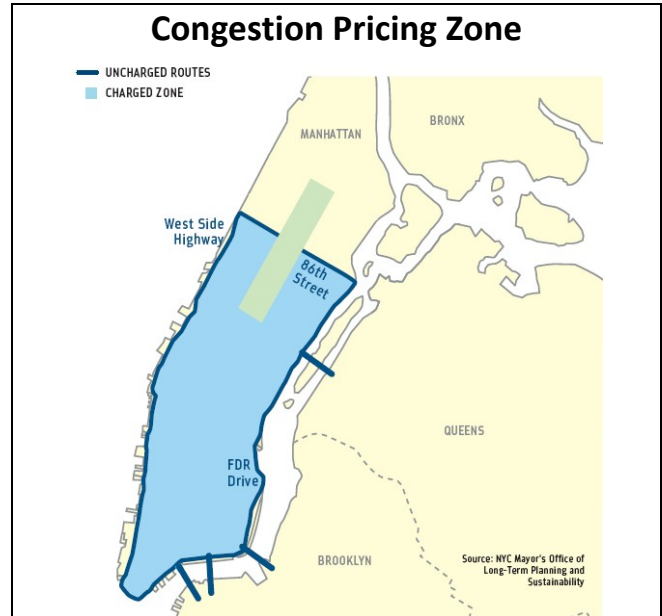
Congressional District 7 Representative Mike Ferguson (Republican)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan's central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the "Access to the Region's Core" project).



Only 1.3% of workers in Representative Mike Ferguson's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.7% would not be affected by the charge** because they don't work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 92.9%

Percent commuting to the CPZ: 7.1%

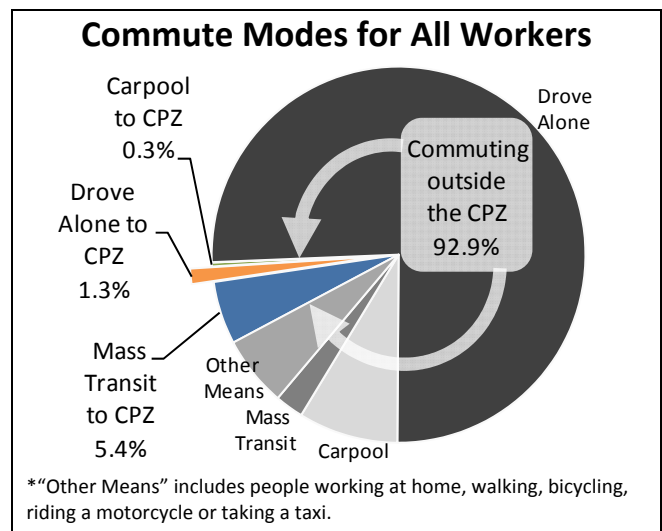
Percent driving alone to the CPZ: 1.3%

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 5.4%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%

Data source: U.S. Bureau of the Census. 2000 Decennial Census.



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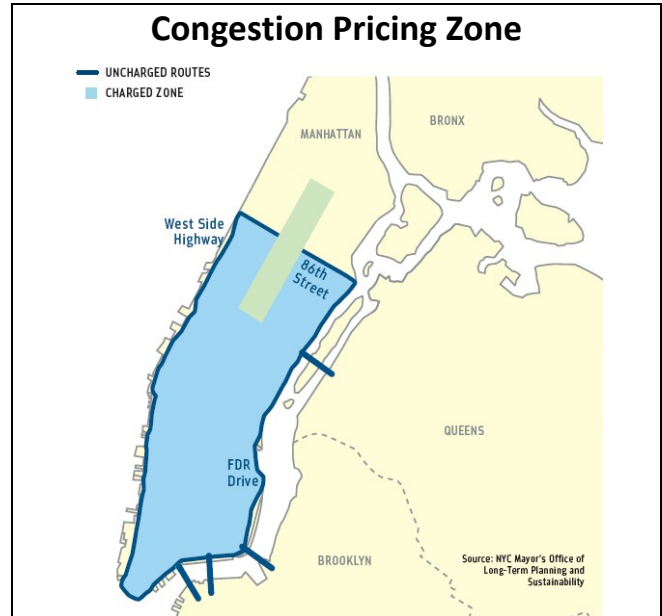
Congressional District 8 Representative Bill Pascrell (Democrat)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan's central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the "Access to the Region's Core" project).



Only 1.5% of workers in Representative Bill Pascrell's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.5% would not be affected by the charge** because they don't work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 93.1%

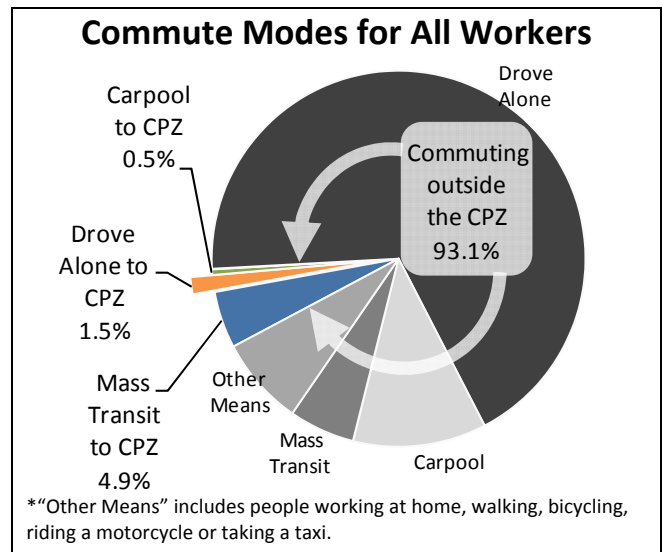
Percent commuting to the CPZ: 6.9%

Percent driving alone to the CPZ: 1.5%

Percent carpooling to the CPZ: 0.5%

Percent taking mass transit to the CPZ: 4.9%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%



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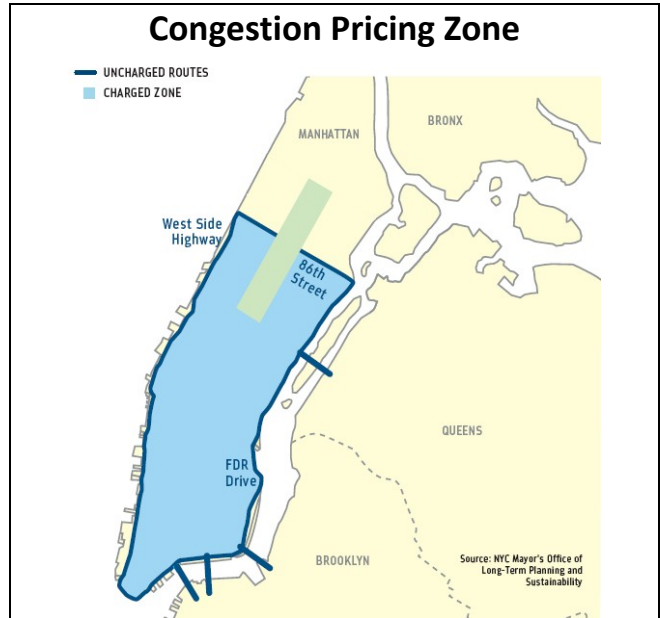
Congressional District 9 Representative Steven R. Rothman (Democrat)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan’s central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the “Access to the Region’s Core” project).



Only 3.4% of workers in Representative Steven R. Rothman’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.6% would not be affected by the charge** because they don’t work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 86.5%

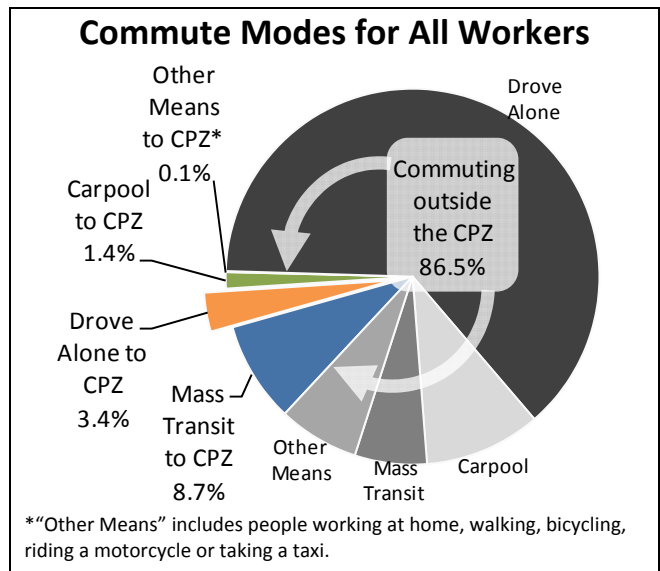
Percent commuting to the CPZ: 13.5%

Percent driving alone to the CPZ: 3.4%

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 8.7%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.1%



Data source: U.S. Bureau of the Census. 2000 Decennial Census.

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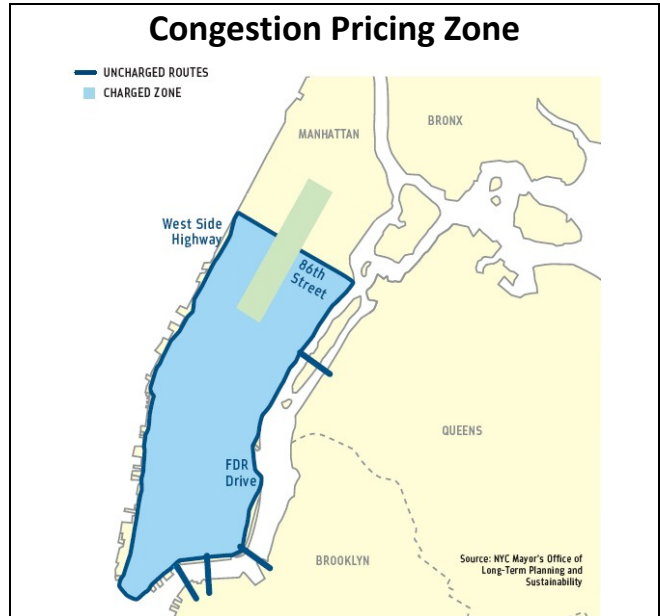
Congressional District 10 Representative Donald M. Payne (Democrat)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan's central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the "Access to the Region's Core" project).



Only 1.0% of workers in Representative Donald M. Payne's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **99.0% would not be affected by the charge** because they don't work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 94.3%

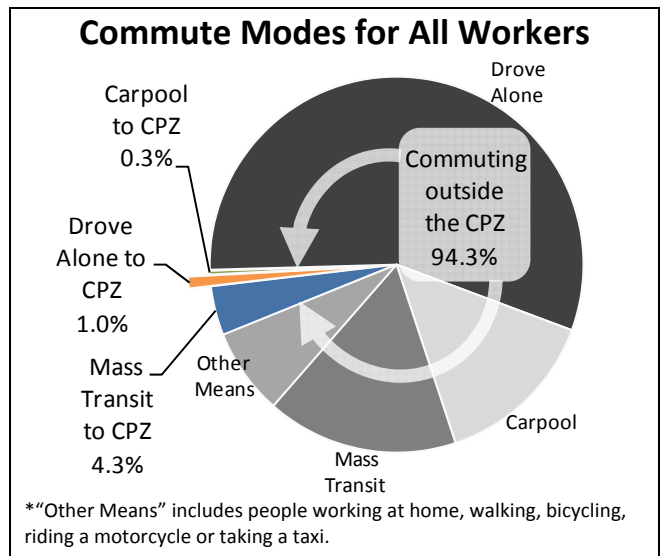
Percent commuting to the CPZ: 5.7%

Percent driving alone to the CPZ: 1.0%

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 4.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.1%



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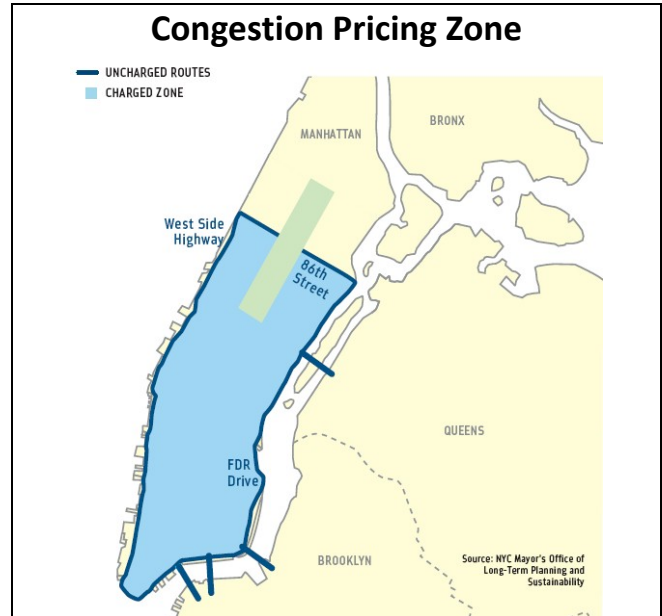
Congressional District 11 Representative Rodney P. Frelinghuysen (Republican)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan's central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the "Access to the Region's Core" project).



Only 1.5% of workers in Representative Rodney P. Frelinghuysen's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.5% would not be affected by the charge** because they don't work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 95.2%

Percent commuting to the CPZ: 4.8%

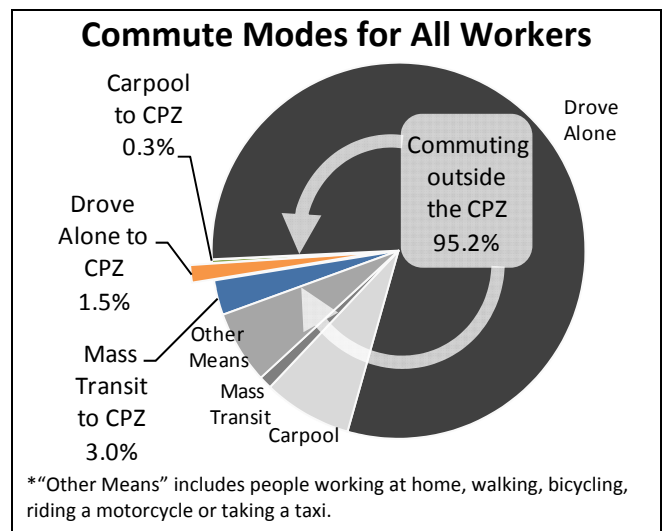
Percent driving alone to the CPZ: 1.5%

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 3.0%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%

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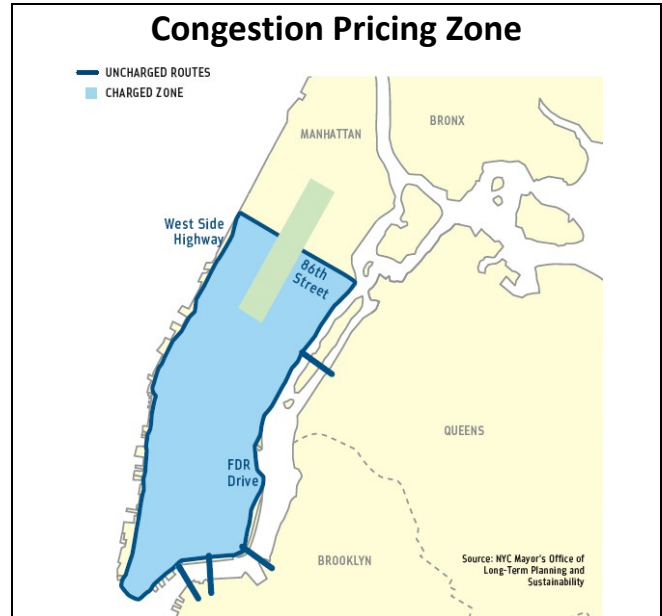
Congressional District 12 Representative Rush D. Holt (Democrat)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan's central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the "Access to the Region's Core" project).



Only 1.1% of workers in Representative Rush D. Holt's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.9% would not be affected by the charge** because they don't work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 93.3%

Percent commuting to the CPZ: 6.7%

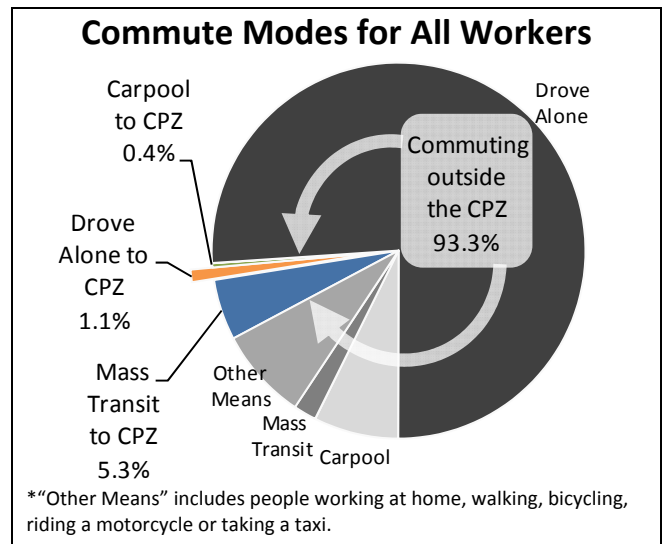
Percent driving alone to the CPZ: 1.1%

Percent carpooling to the CPZ: 0.4%

Percent taking mass transit to the CPZ: 5.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%

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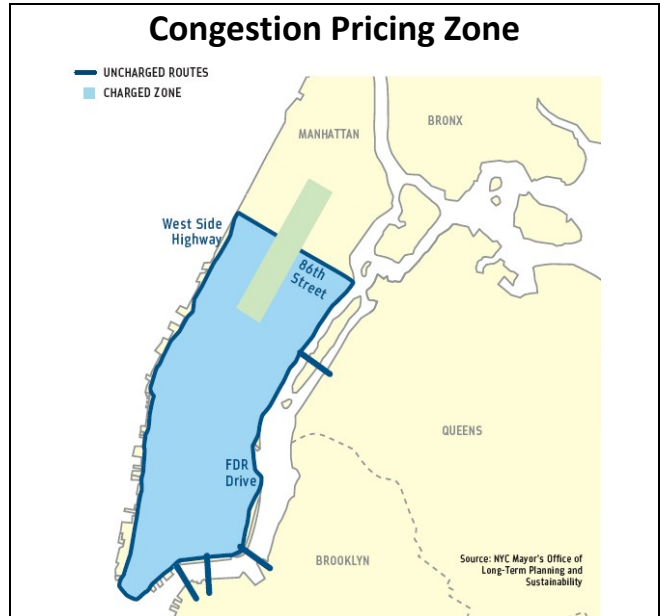
Congressional District 13 Representative Albio Sires (Democrat)

Congestion pricing is the practice of charging drivers a user fee to enter Manhattan's central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

Under the current congestion pricing proposal, drivers would be charged \$8 per day to enter the congestion pricing zone (see map, right) between the hours of 6AM and 6PM.

Importantly for New Jersey drivers, existing tolls would be deducted from the total congestion pricing charge.

Revenues from the congestion pricing plan would support mass transit expansion and operations, including significant funding for the second Hudson River rail tunnel (the "Access to the Region's Core" project).



Only 1.5% of workers in Representative Albio Sires's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.5% would not be affected by the charge** because they don't work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 82.4%

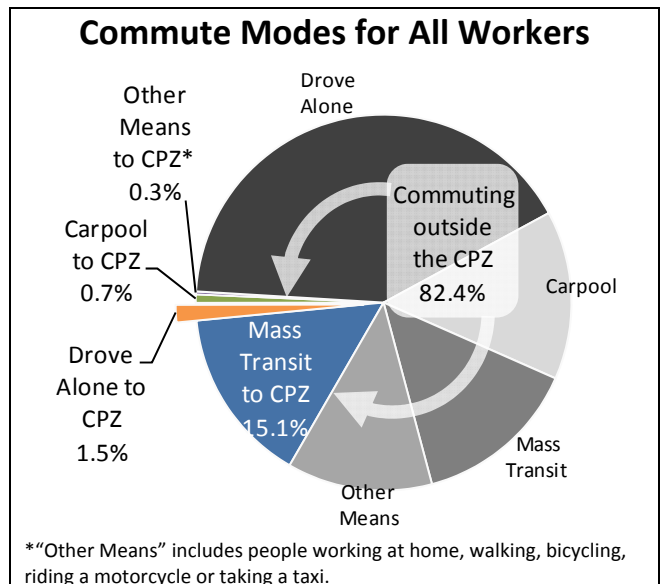
Percent commuting to the CPZ: 17.6%

Percent driving alone to the CPZ: 1.5%

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 15.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.3%



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