

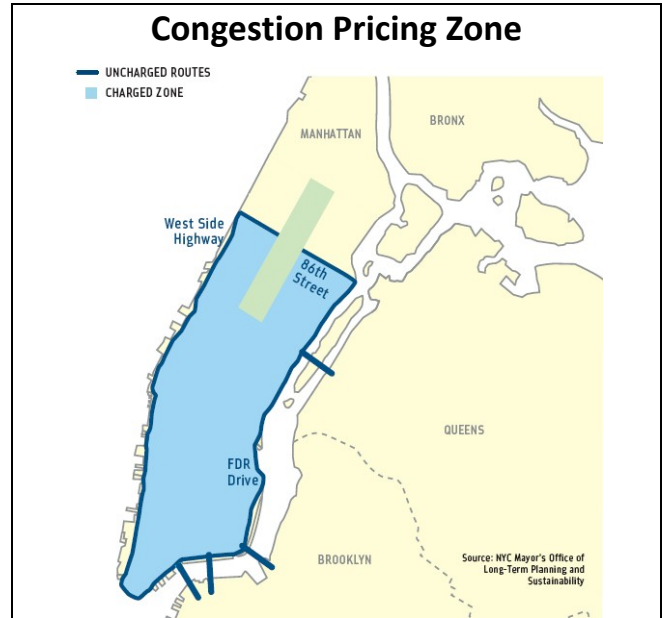
Atlantic County

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 Atlantic County 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%

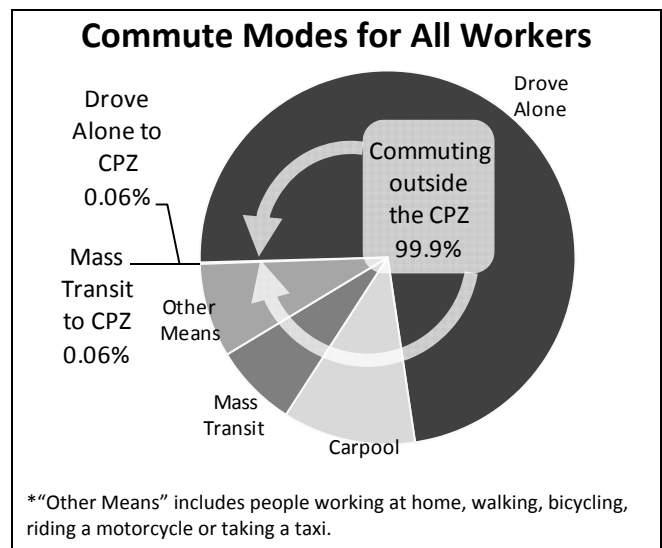
Percent commuting to the CPZ: 0.1%

Percent driving alone to the CPZ: 0.1%

Percent carpooling to the CPZ: 0.0%

Percent taking mass transit to the CPZ: 0.1%

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

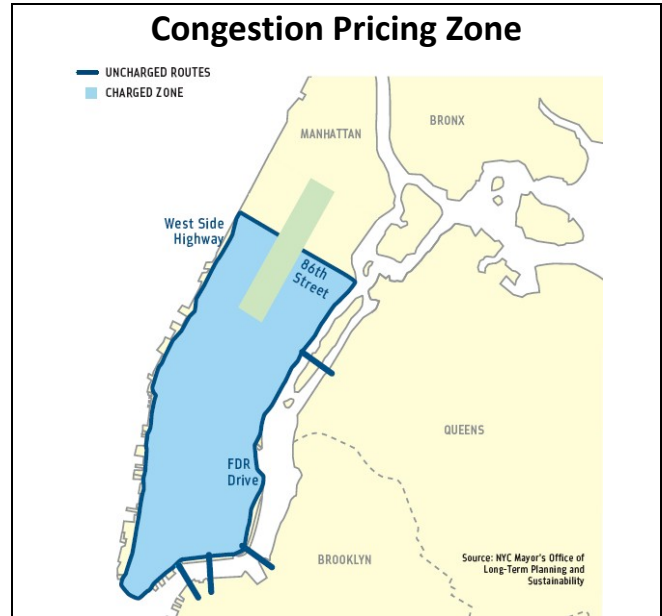
Bergen County

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 3.9% of workers in Bergen County would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.1% 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: 87.2%

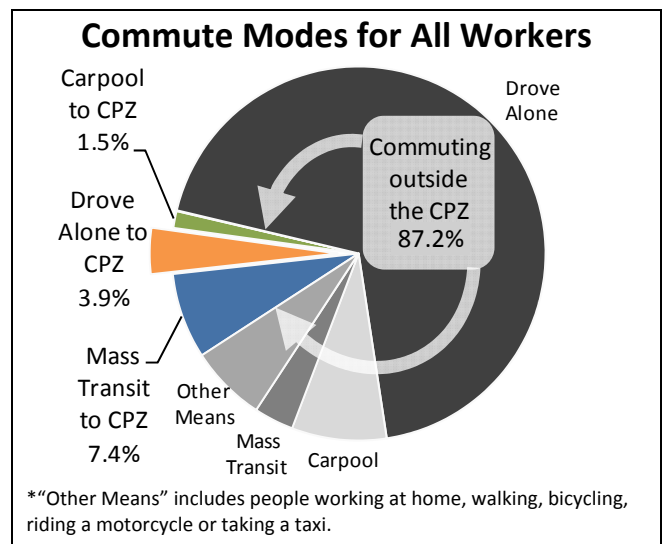
Percent commuting to the CPZ: 12.9%

Percent driving alone to the CPZ: 3.9%

Percent carpooling to the CPZ: 1.5%

Percent taking mass transit to the CPZ: 7.4%

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.

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

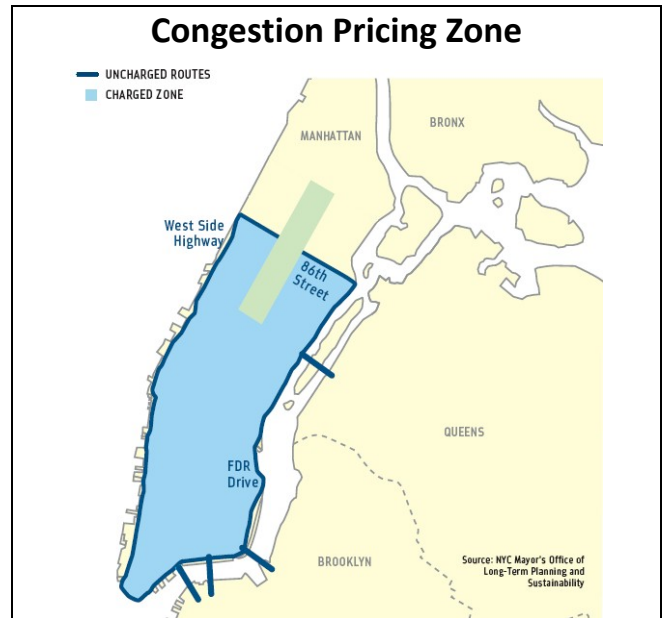
Burlington County

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 Burlington County 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: 99.5%

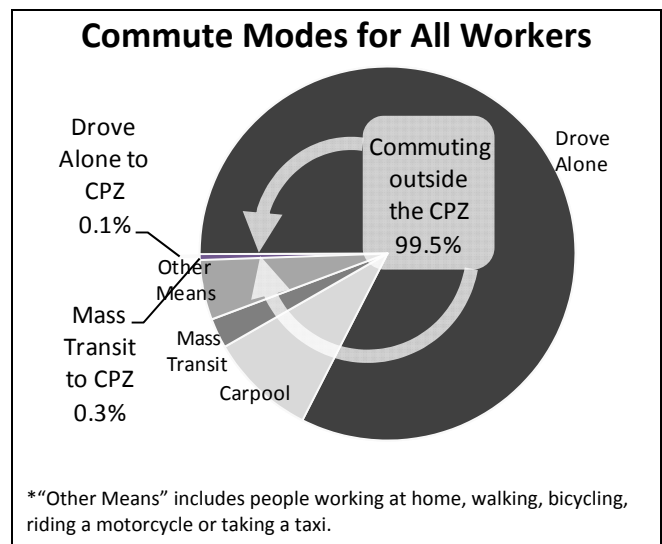
Percent commuting to the CPZ: 0.5%

Percent driving alone to the CPZ: 0.1%

Percent carpooling to the CPZ: 0.0%

Percent taking mass transit to the CPZ: 0.3%

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

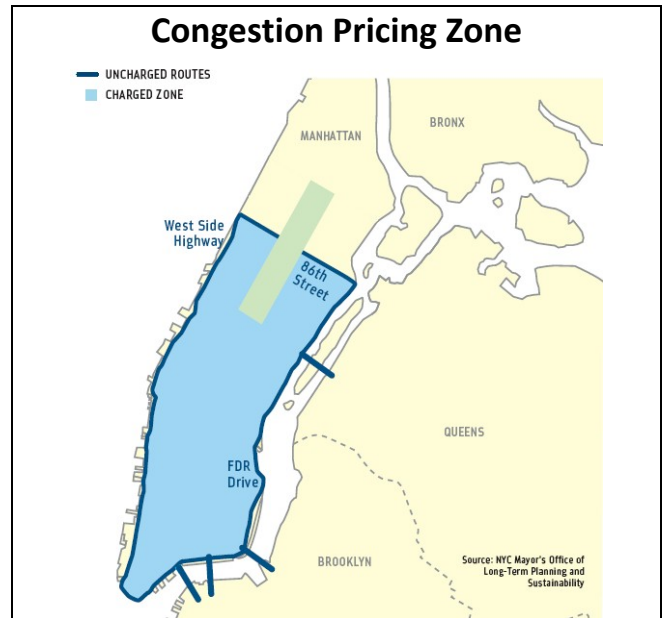
Camden County

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 Camden County 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%

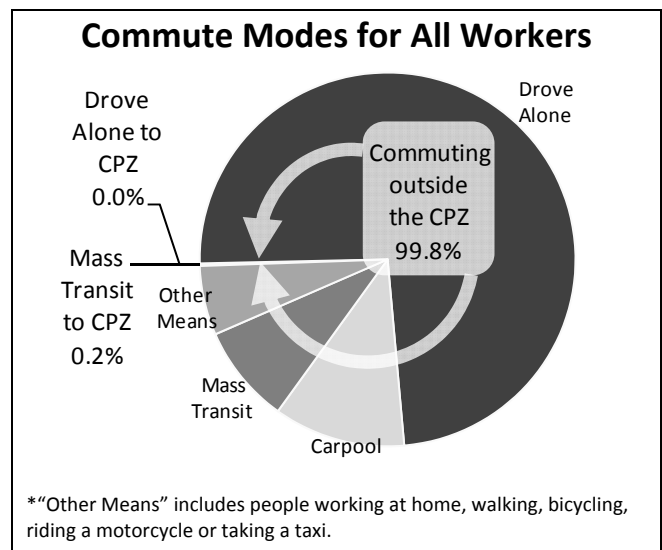
Percent commuting to the CPZ: 0.2%

Percent driving alone to the CPZ: 0.0%

Percent carpooling to the CPZ: 0.0%

Percent taking mass transit to the CPZ: 0.2%

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.

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

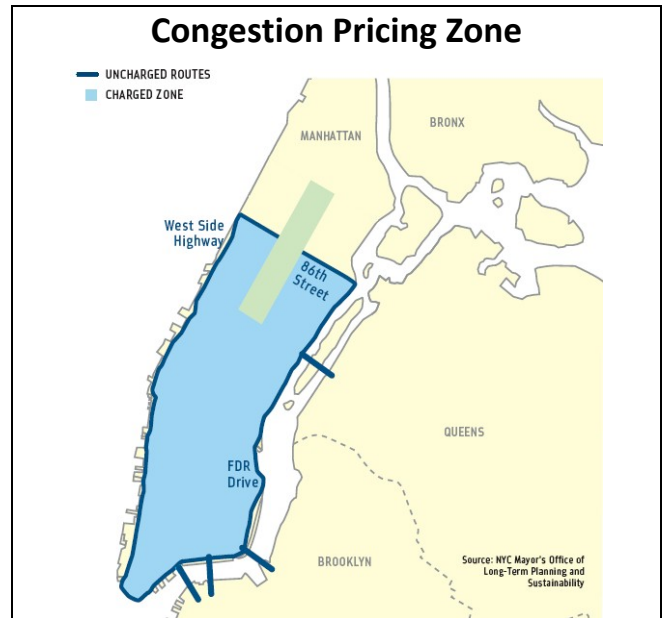
Cape May County

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 Cape May County 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: 99.9%

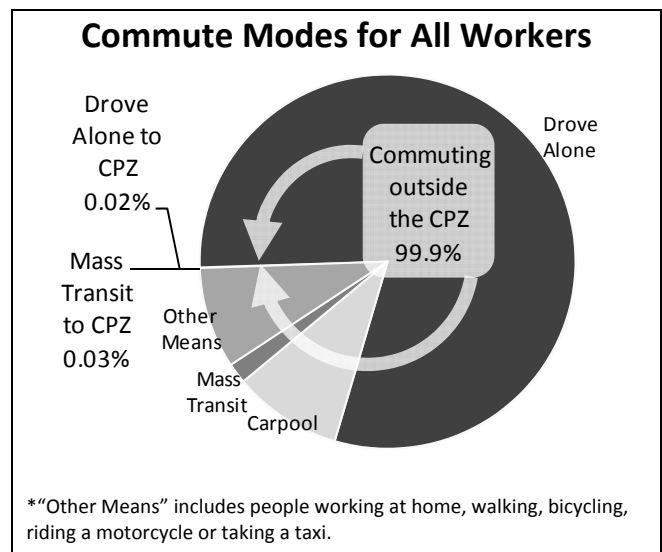
Percent commuting to the CPZ: 0.1%

Percent driving alone to the CPZ: 0.02%

Percent carpooling to the CPZ: 0.0%

Percent taking mass transit to the CPZ: 0.03%

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

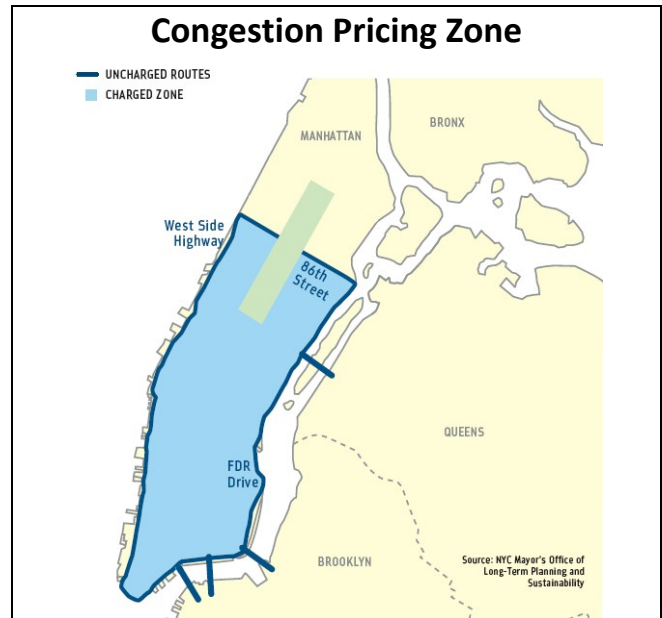
Cumberland County

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 Cumberland County 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: 100.0%

Percent commuting to the CPZ: 0.0%

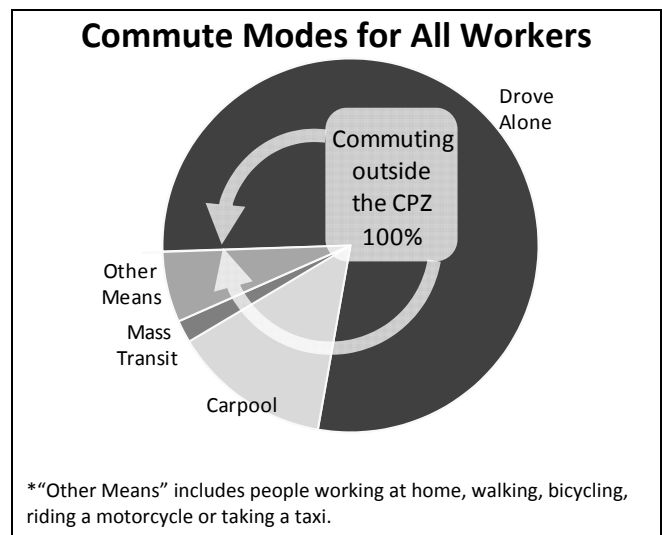
Percent driving alone to the CPZ: 0.0%

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%

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

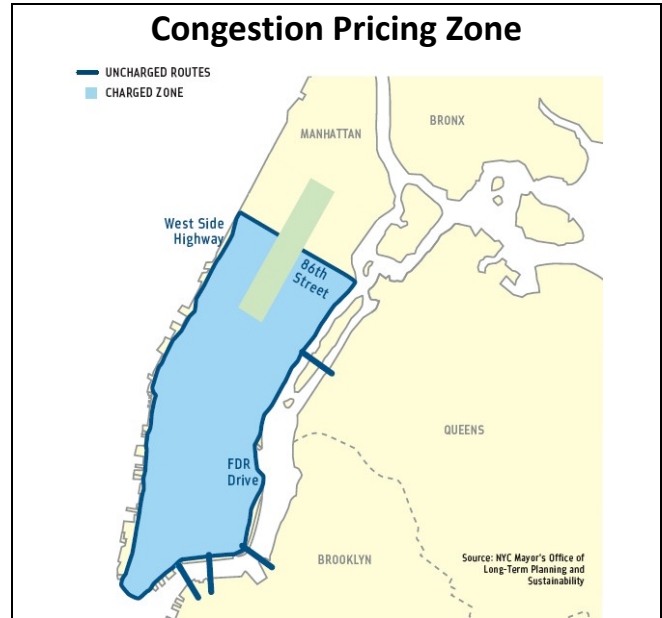
Essex County

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 1.7% of workers in Essex County would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.3% 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: 91.7%

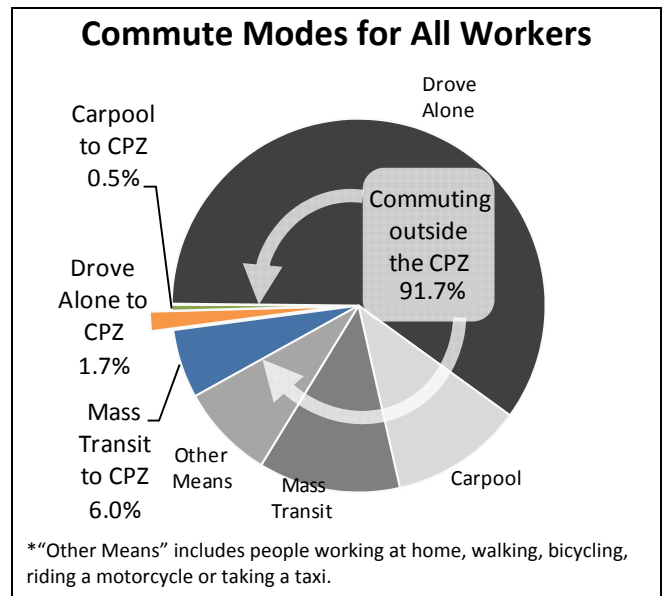
Percent commuting to the CPZ: 8.3%

Percent driving alone to the CPZ: 1.7%

Percent carpooling to the CPZ: 0.5%

Percent taking mass transit to the CPZ: 6.0%

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.

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

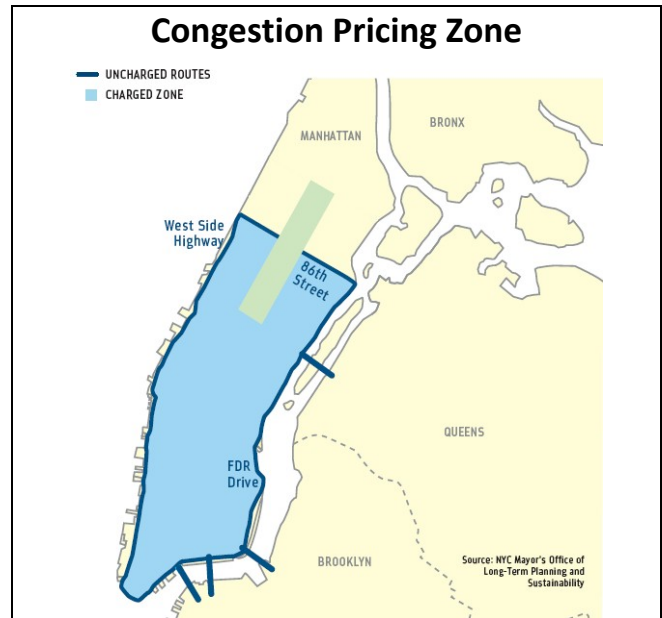
Gloucester County

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 Gloucester County 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: 99.8%

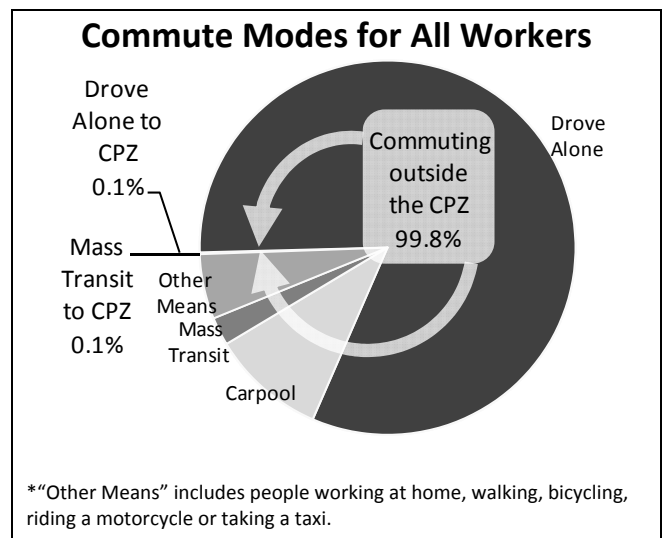
Percent commuting to the CPZ: 0.2%

Percent driving alone to the CPZ: 0.1%

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

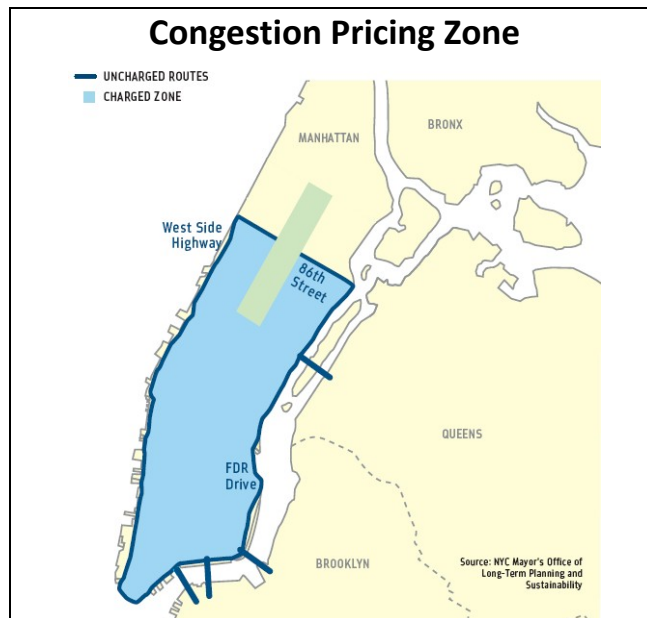
Hudson County

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 2.0% of workers in Hudson County would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.0% 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: 78.7%

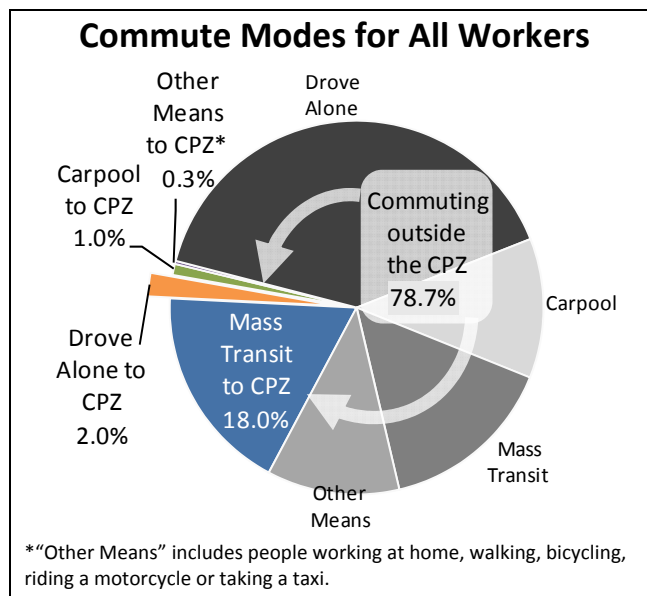
Percent commuting to the CPZ: 21.3%

Percent driving alone to the CPZ: 2.0%

Percent carpooling to the CPZ: 1.0%

Percent taking mass transit to the CPZ: 18.0%

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



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

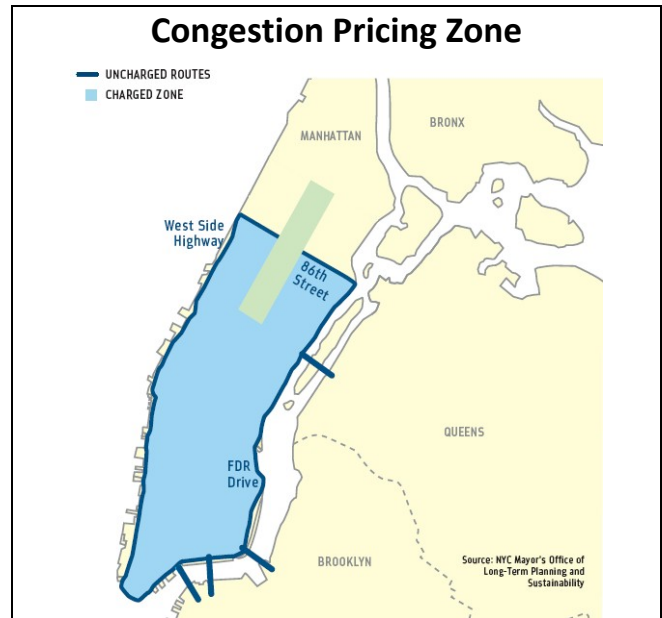
Hunterdon County

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 0.6% of workers in Hunterdon County would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **99.4% 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: 98.2%

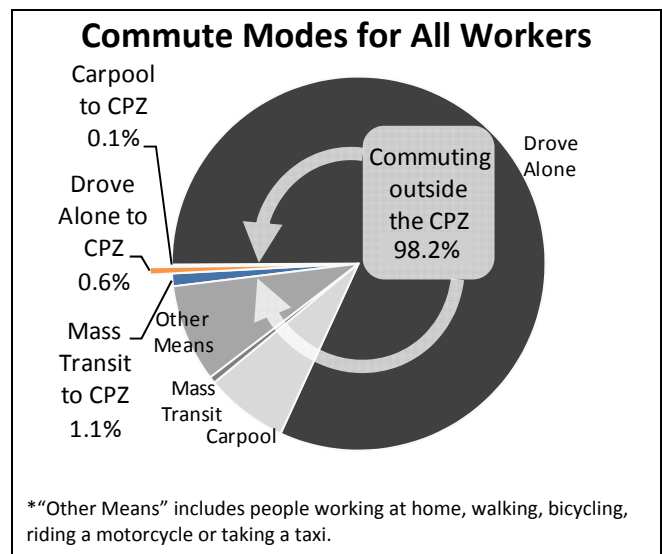
Percent commuting to the CPZ: 1.8%

Percent driving alone to the CPZ: 0.6%

Percent carpooling to the CPZ: 0.1%

Percent taking mass transit to the CPZ: 1.1%

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

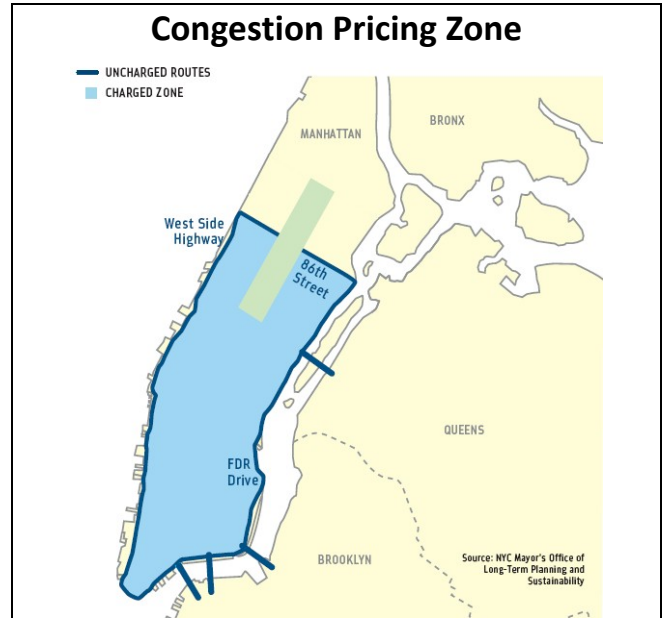
Mercer County

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 Mercer County 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: 96.7%

Percent commuting to the CPZ: 3.3%

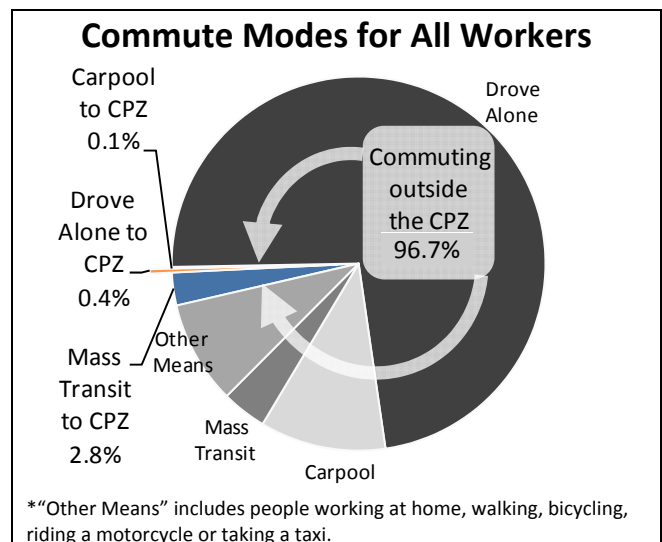
Percent driving alone to the CPZ: 0.4%

Percent carpooling to the CPZ: 0.1%

Percent taking mass transit to the CPZ: 2.8%

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

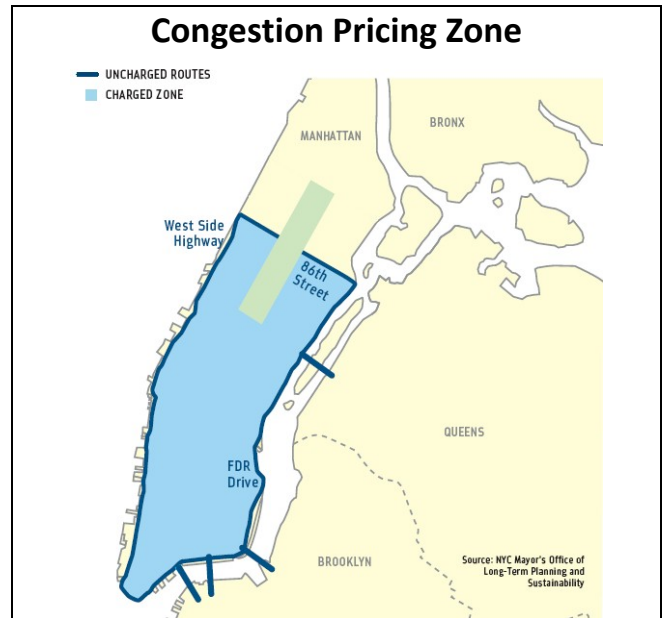
Middlesex County

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 Middlesex County 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: 93.1%

Percent commuting to the CPZ: 6.9%

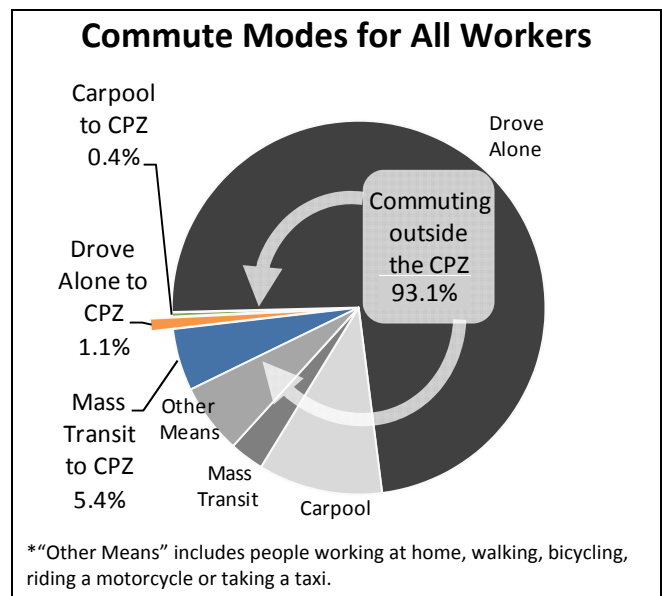
Percent driving alone to the CPZ: 1.1%

Percent carpooling to the CPZ: 0.4%

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.



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

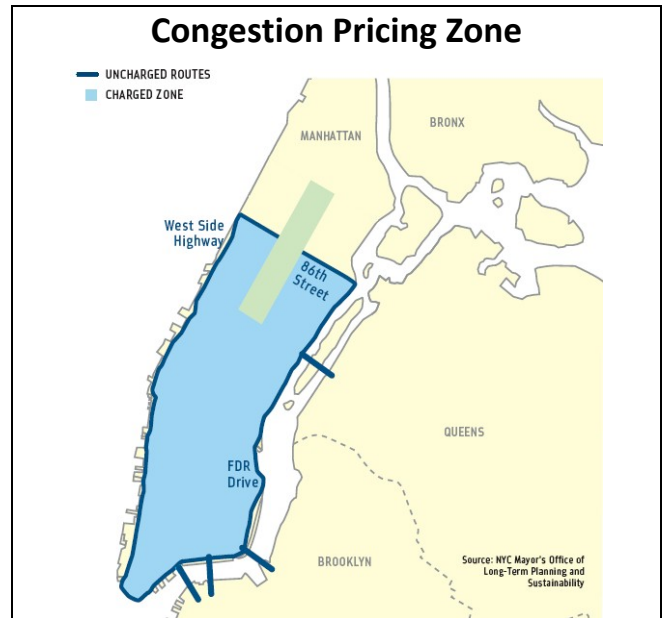
Monmouth County

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 Monmouth County 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: 92.5%

Percent commuting to the CPZ: 7.5%

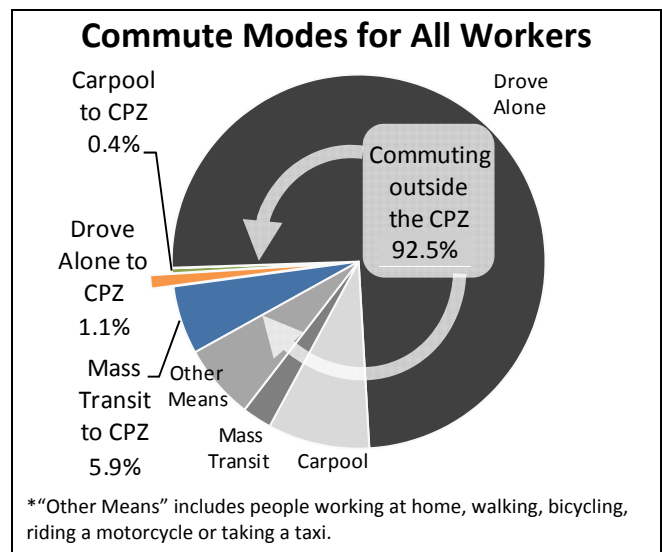
Percent driving alone to the CPZ: 1.1%

Percent carpooling to the CPZ: 0.4%

Percent taking mass transit to the CPZ: 5.9%

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.



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

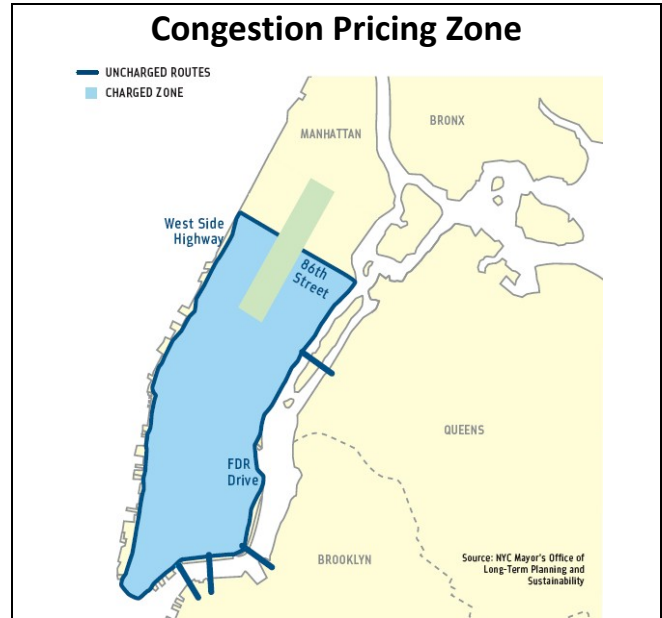
Morris County

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 Morris County 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: 95.4%

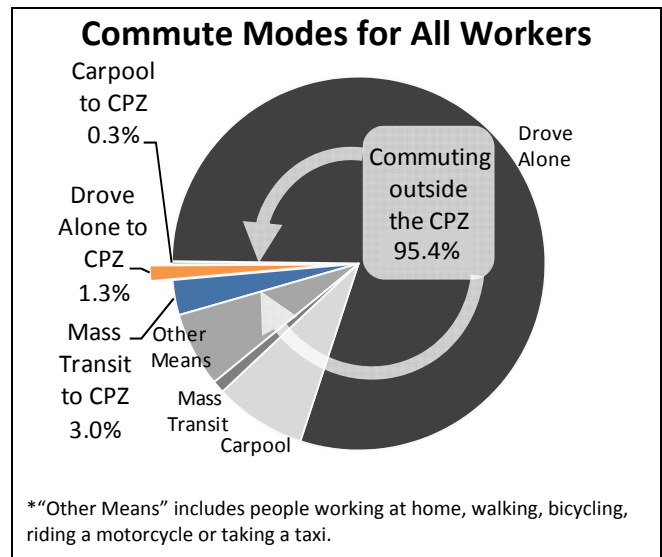
Percent commuting to the CPZ: 4.6%

Percent driving alone to the CPZ: 1.3%

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%



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

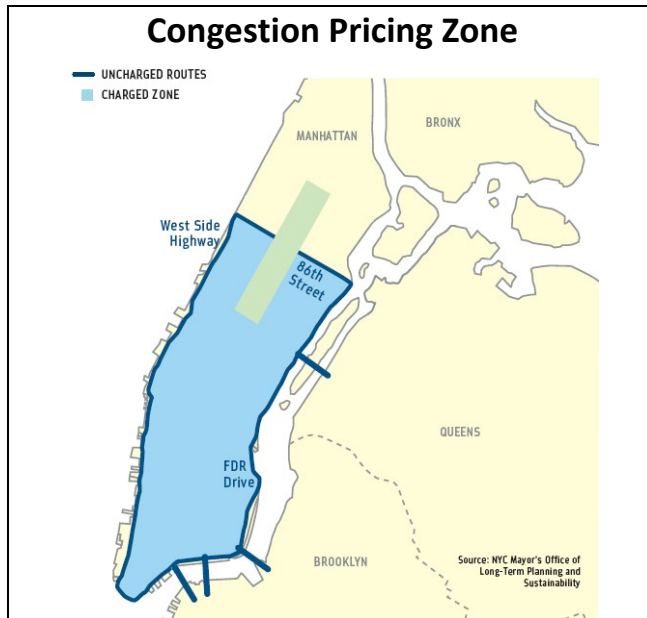
Ocean County

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 Ocean County 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: 98.6%

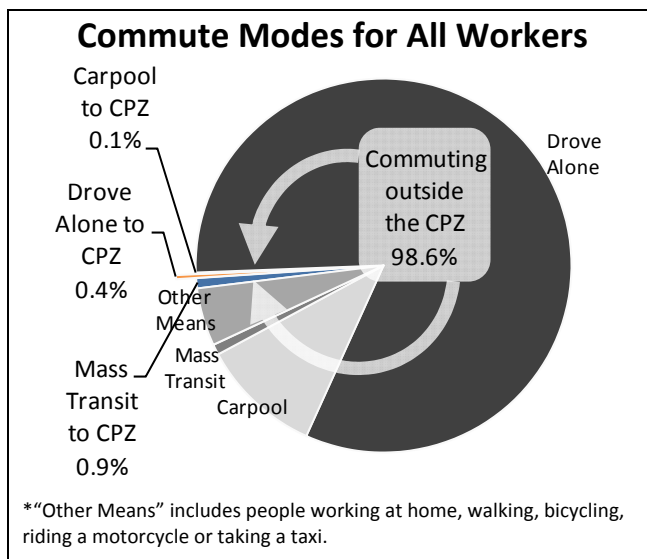
Percent commuting to the CPZ: 1.4%

Percent driving alone to the CPZ: 0.4%

Percent carpooling to the CPZ: 0.1%

Percent taking mass transit to the CPZ: 0.9%

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

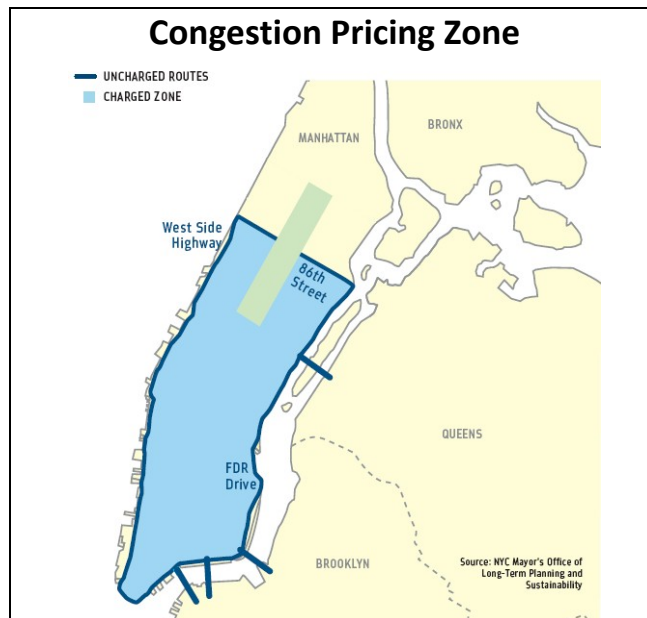
Passaic County

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 Passaic County 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: 96.1%

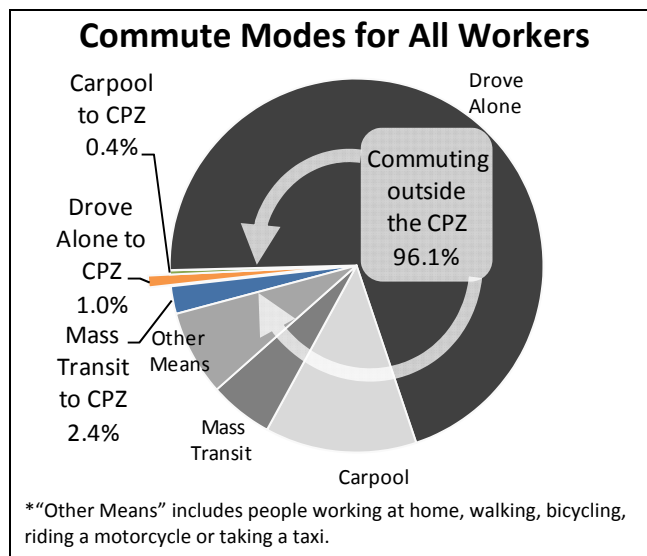
Percent commuting to the CPZ: 3.9%

Percent driving alone to the CPZ: 1.0%

Percent carpooling to the CPZ: 0.4%

Percent taking mass transit to the CPZ: 2.4%

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.

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

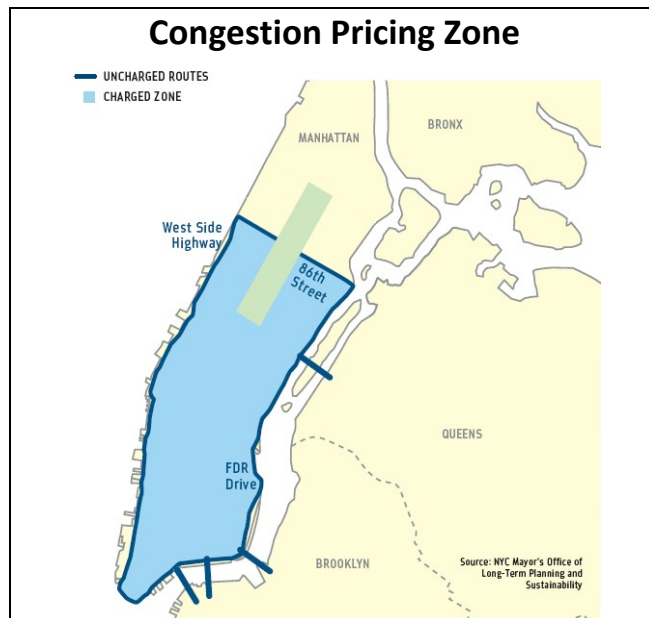
Salem County

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 Salem County 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: 100.0%

Percent commuting to the CPZ: 0.0%

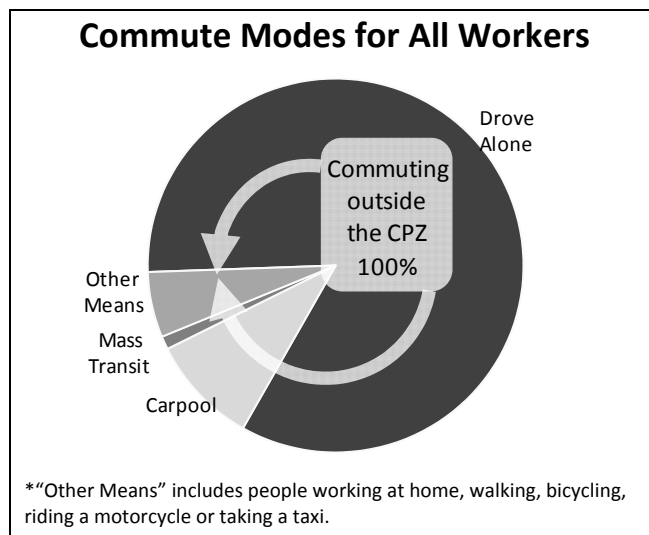
Percent driving alone to the CPZ: 0.0%

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%

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

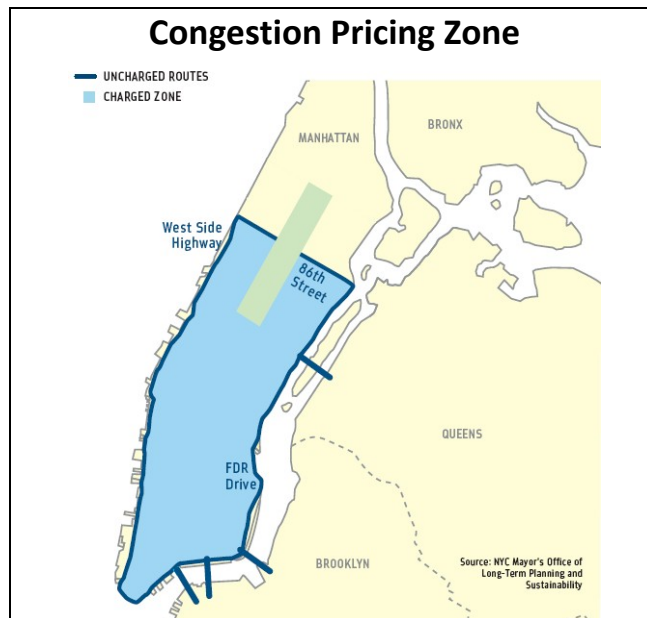
Somerset County

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 Somerset County 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: 95.8%

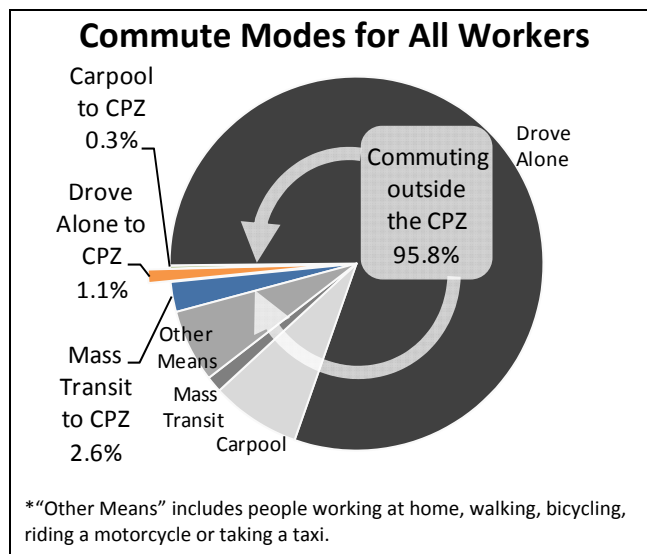
Percent commuting to the CPZ: 4.2%

Percent driving alone to the CPZ: 1.1%

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 2.6%

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

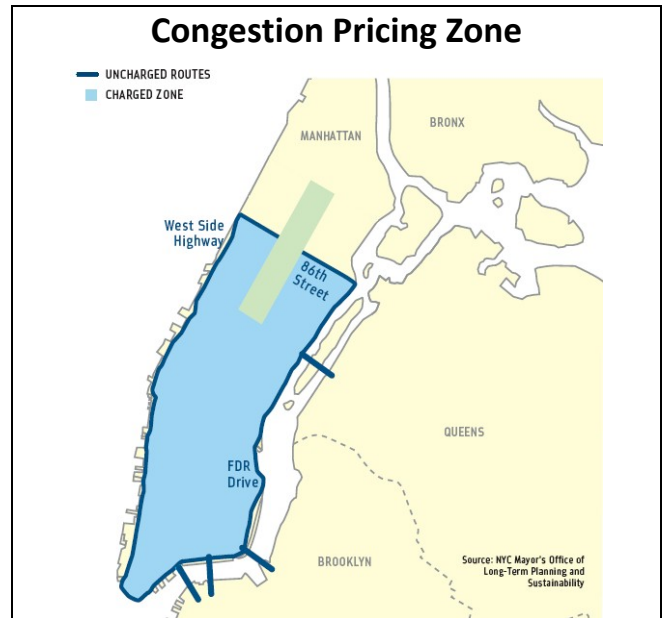
Sussex County

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 0.8% of workers in Sussex County would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **99.2% 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: 98.1%

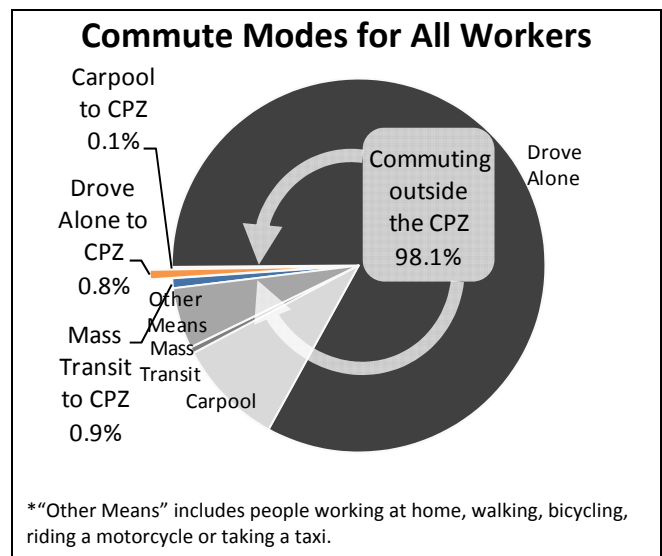
Percent commuting to the CPZ: 1.9%

Percent driving alone to the CPZ: 0.8%

Percent carpooling to the CPZ: 0.1%

Percent taking mass transit to the CPZ: 0.9%

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

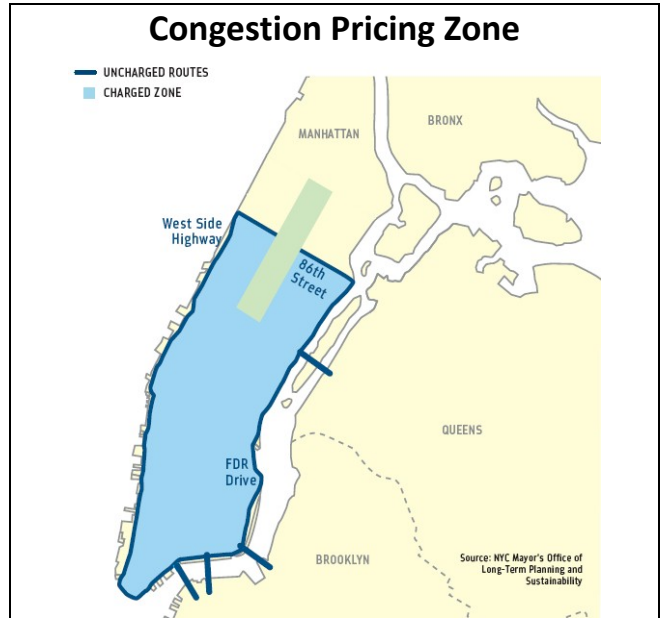
Union County

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 Union County 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: 93.4%

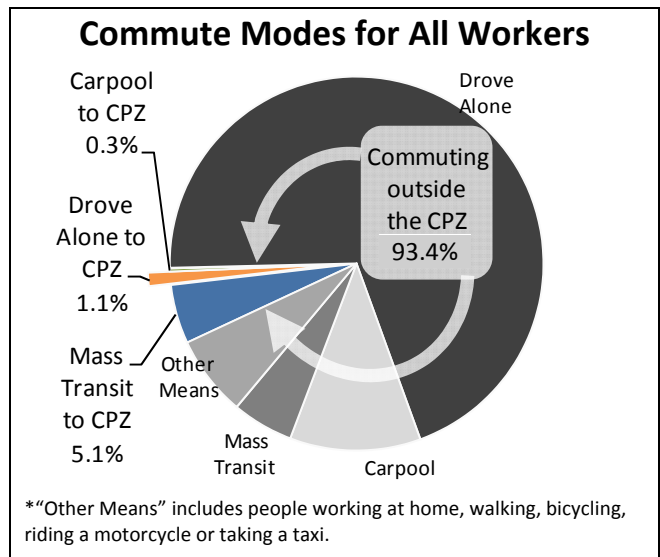
Percent commuting to the CPZ: 6.6%

Percent driving alone to the CPZ: 1.1%

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 5.1%

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.

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

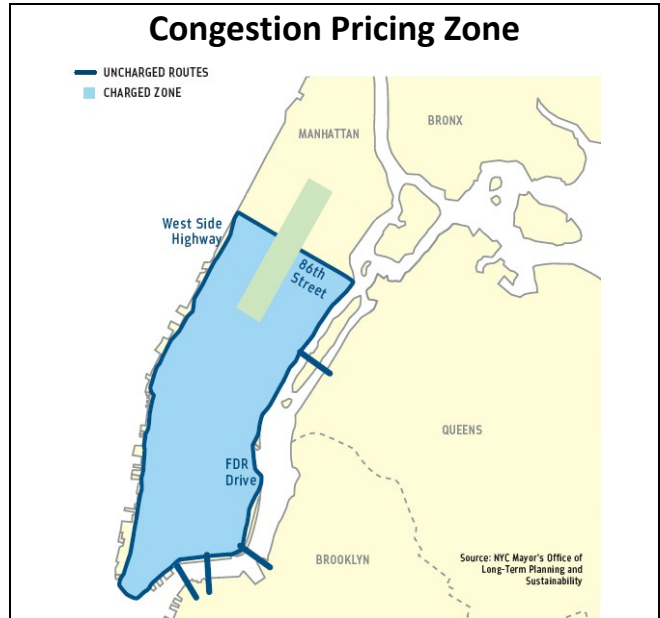
Warren County

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 Warren County 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: 98.9%

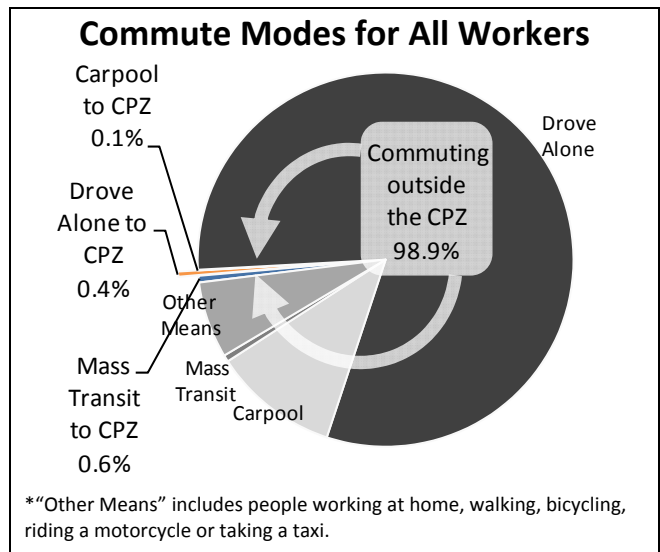
Percent commuting to the CPZ: 1.1%

Percent driving alone to the CPZ: 0.4%

Percent carpooling to the CPZ: 0.1%

Percent taking mass transit to the CPZ: 0.6%

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