

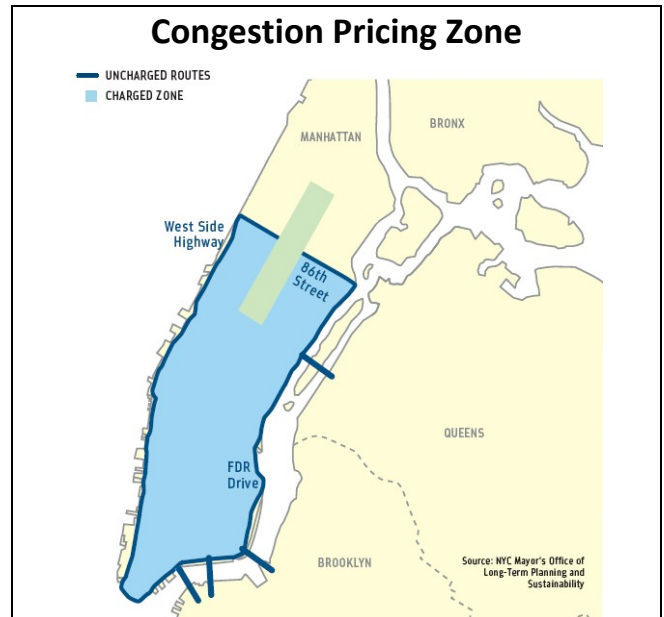
**District 1**  
**Senator Jeff Van Drew (D)**  
**Assemblymembers Nelson T. Albano (D) and Matthew Milam (D)**

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 0.03% of workers in District 1 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **99.97% 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%

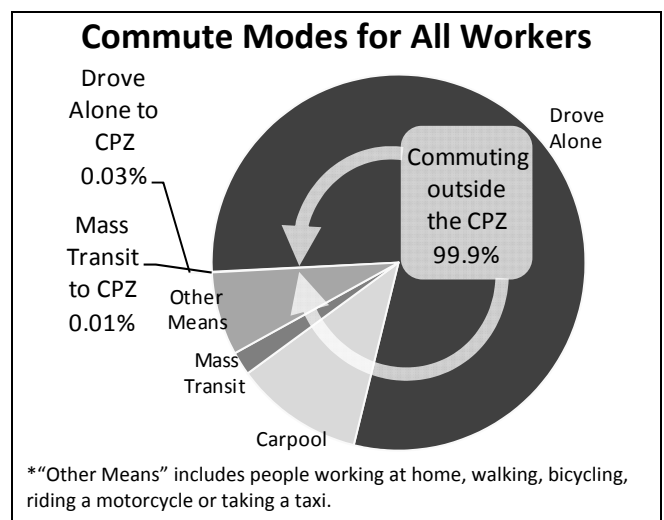
**Percent driving alone to the CPZ: 0.03%**

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

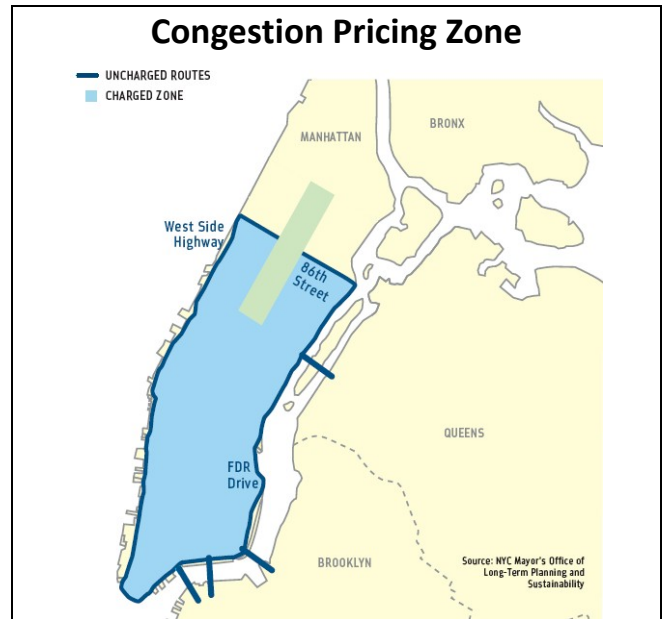
**District 2**  
**Senator James Whelan (D)**  
**Assemblymembers John F. Amodio (R) and Vince Polistina (R)**

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 District 2 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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%

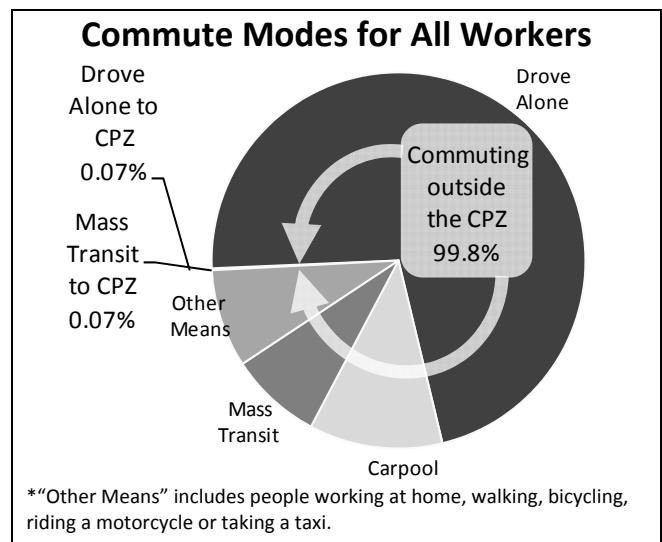
Percent commuting to the CPZ: 0.2%

**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.

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## District 3

Senator Stephen M. Sweeney (D)

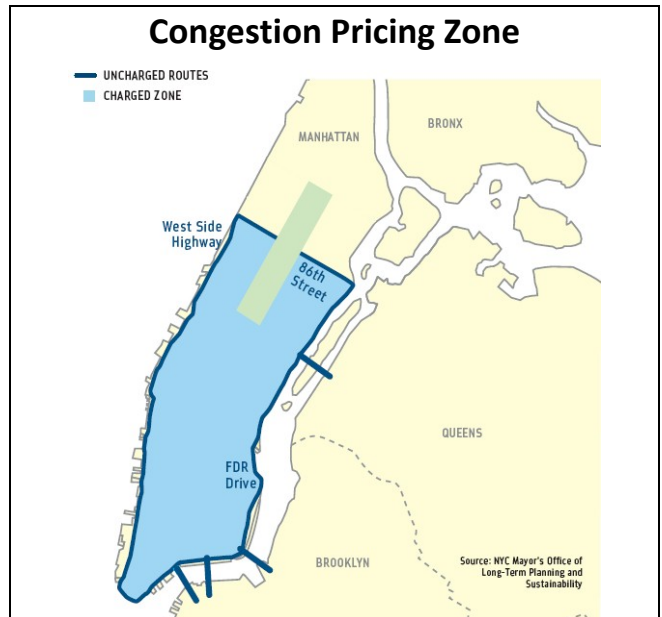
Assemblymembers John J. Burzichelli (D) and Douglas H. Fisher (D)

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 0.01% of workers in District 3 would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **99.99% 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%

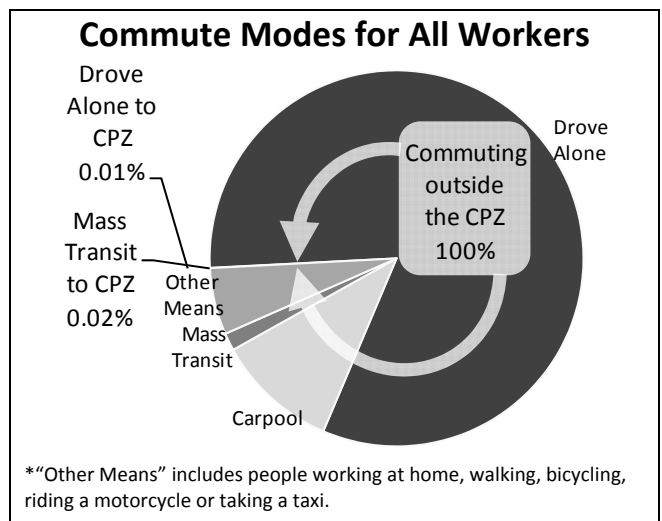
**Percent driving alone to the CPZ: 0.01%**

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.



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## District 4

Senator Fred H. Madden, Jr. (D)

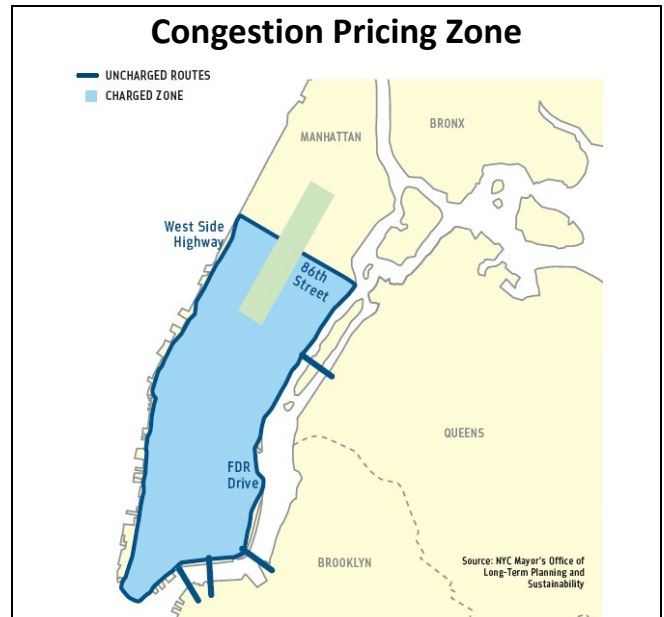
Assemblymembers Sandra Love (D) and Paul D. Moriarty (D)

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 District 4 would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 99.7%

Percent commuting to the CPZ: 0.3%

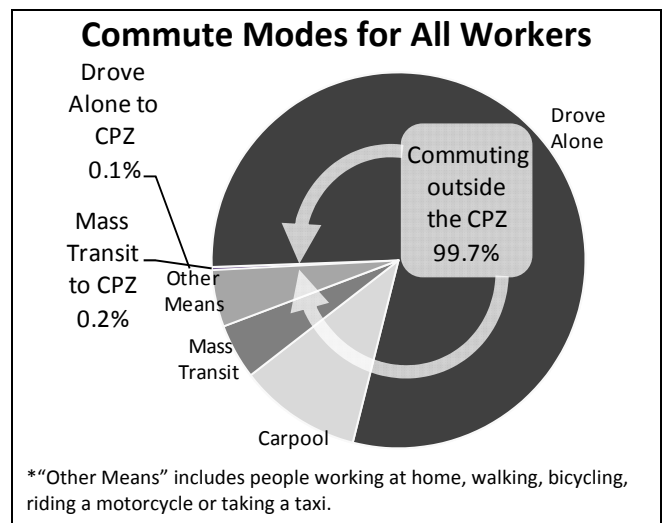
**Percent driving alone to the CPZ: 0.1%**

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.



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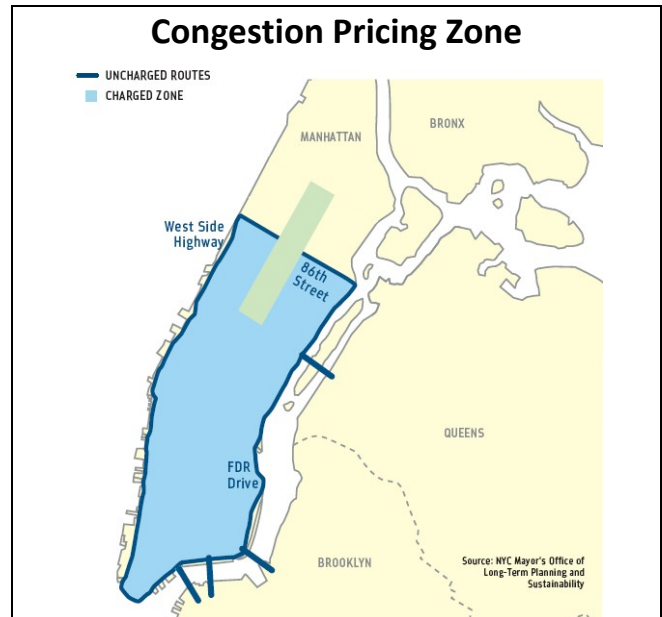
**District 5**  
**Senator Dana Redd (D)**  
**Assemblymembers Nilsa Cruz-Perez (D) and Joseph J. Roberts, Jr. (D)**

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 0.02% of workers in District 5 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **99.98% 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%

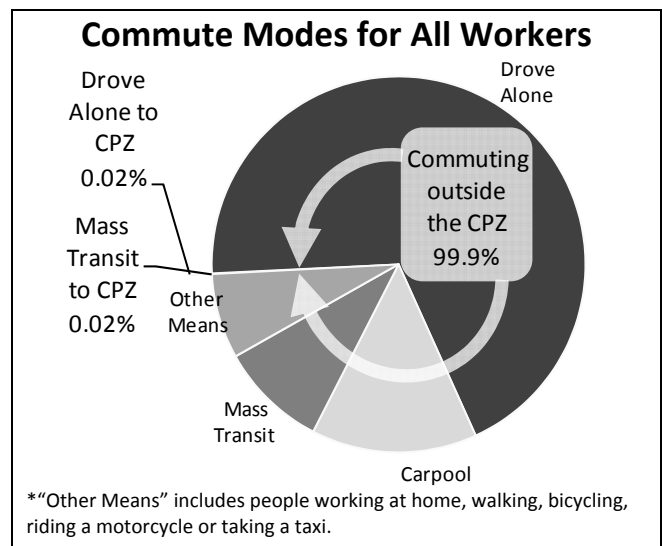
Percent commuting to the CPZ: 0.1%

**Percent driving alone to the CPZ: 0.02%**

Percent carpooling to the CPZ: 0.0%

Percent taking mass transit to the CPZ: 0.0%

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.

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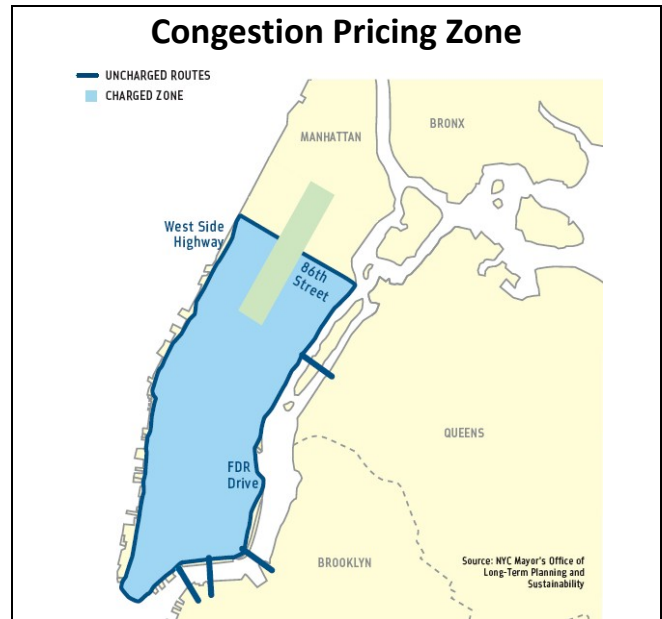
**District 6**  
**Senator John H. Adler (D)**  
**Assemblymembers Louis D. Greenwald (D) and Pamela R. Lampitt (D)**

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 District 6 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 99.7%

Percent commuting to the CPZ: 0.3%

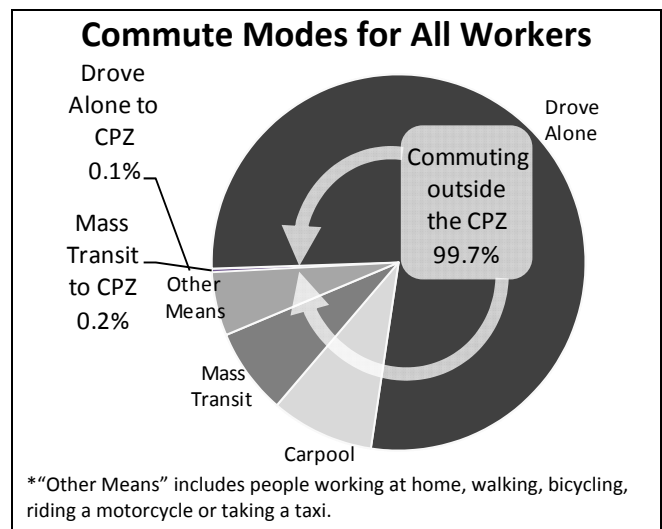
**Percent driving alone to the CPZ: 0.1%**

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.



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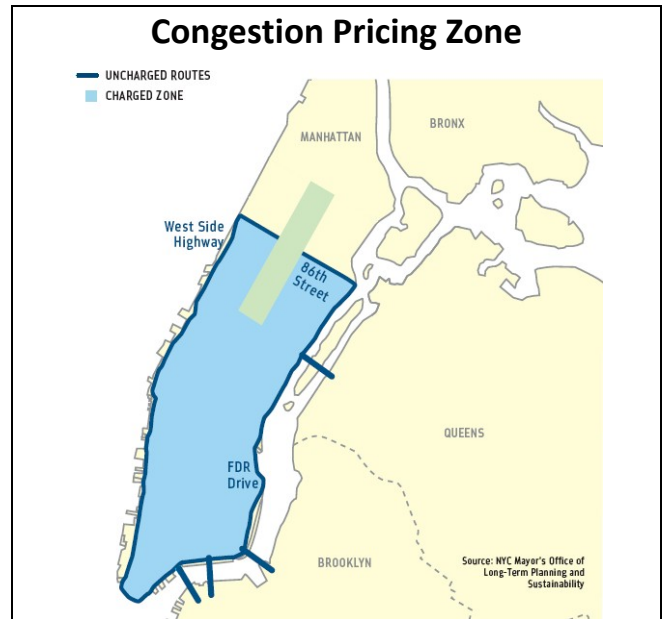
**District 7**  
**Senator Diane B. Allen (R)**  
**Assemblymembers Herb Conaway, Jr. (D) and Jack Connors (D)**

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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 District 7 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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%

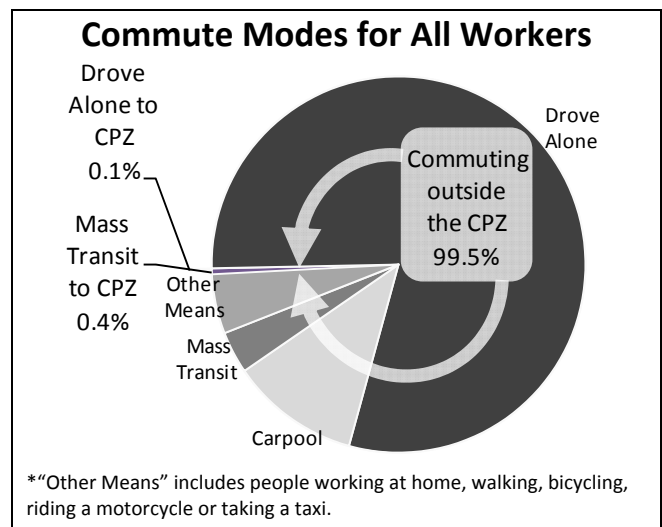
**Percent driving alone to the CPZ: 0.1%**

Percent carpooling to the CPZ: 0.1%

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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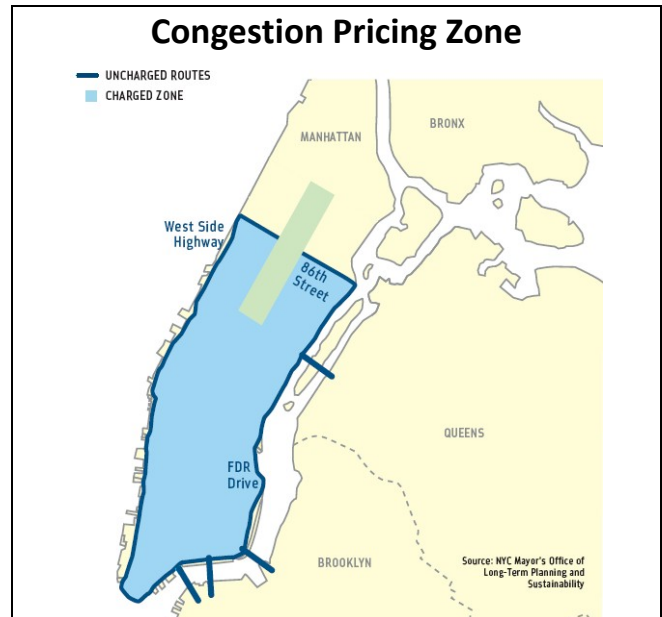
**District 8**  
**Senator Phil Haines (R)**  
**Assemblymembers Dawn Addiego (R) and Scott Rudder (R)**

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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 District 8 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 99.6%

Percent commuting to the CPZ: 0.4%

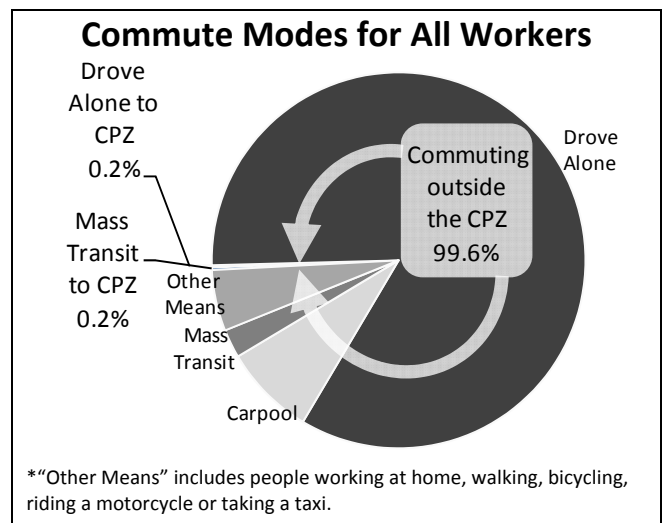
**Percent driving alone to the CPZ: 0.2%**

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.



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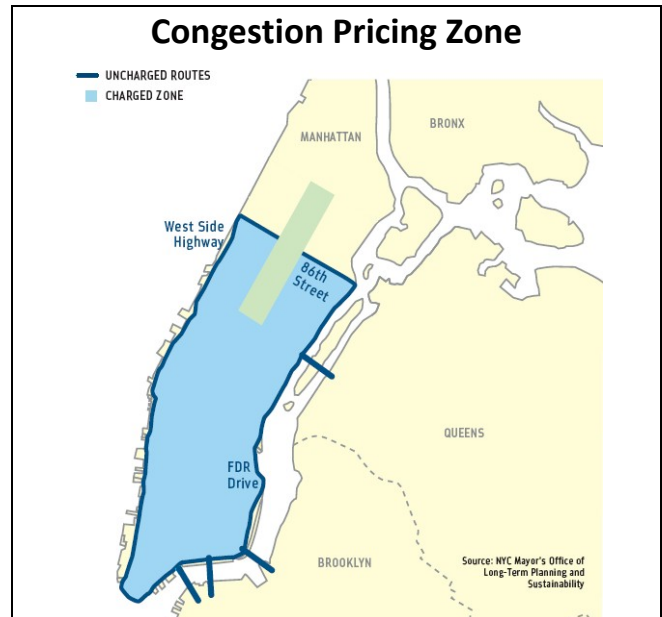
**District 9**  
**Senator Christopher Connors (R)**  
**Assemblymembers Brian E. Rumpf (R) and Daniel Van Pelt (R)**

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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 District 9 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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%

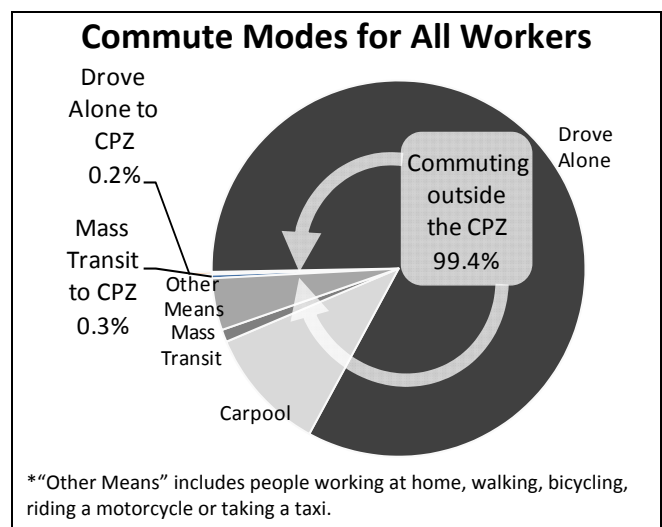
**Percent driving alone to the CPZ: 0.2%**

Percent carpooling to the CPZ: 0.0%

Percent taking mass transit to the CPZ: 0.3%

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



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## District 10

Senator Andrew R. Ciesla (R)

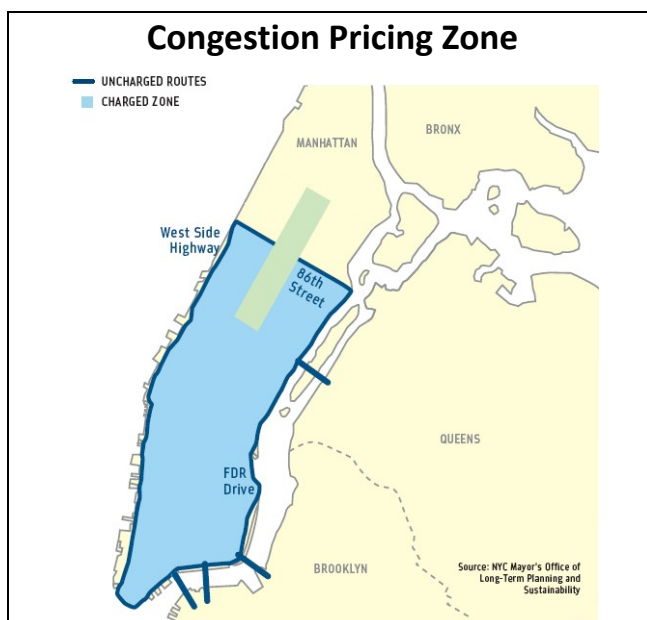
Assemblymembers James W. Holzapfel (R) and David W. Wolfe (R)

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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 District 10 would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 98.4%

Percent commuting to the CPZ: 1.6%

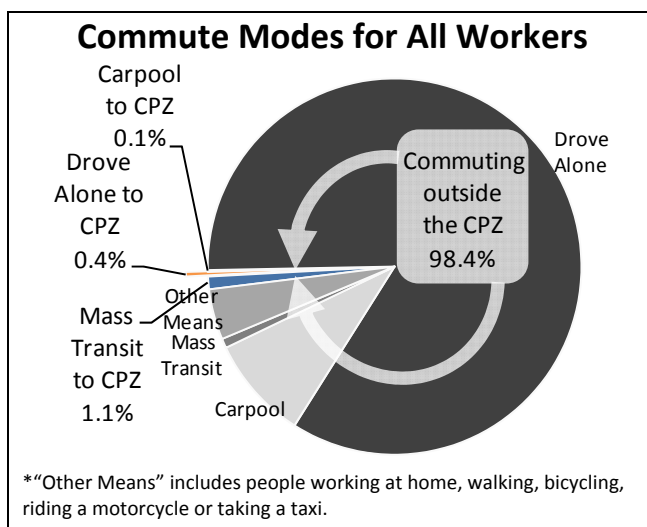
**Percent driving alone to the CPZ: 0.4%**

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.



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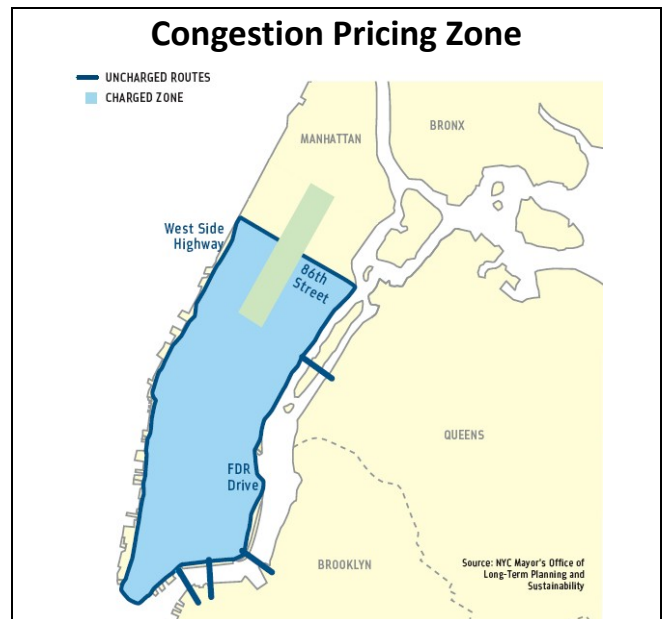
**District 11**  
**Senator Sean T. Kean (R)**  
**Assemblymembers Mary Pat Angelina (R) and David P. Rible (R)**

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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 District 11 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 95.8%

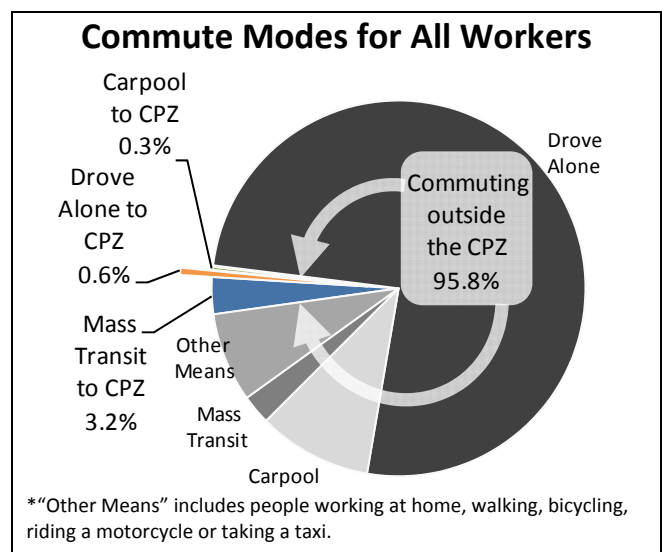
Percent commuting to the CPZ: 4.2%

**Percent driving alone to the CPZ: 0.6%**

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 3.2%

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



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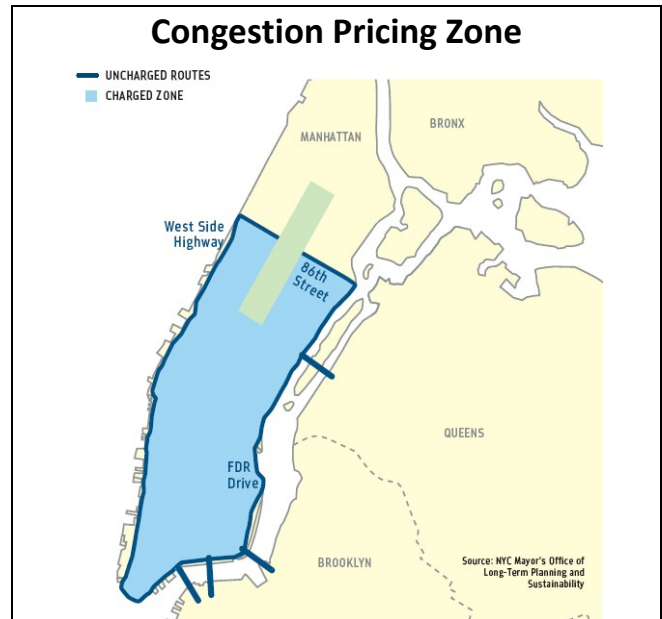
**District 12**  
**Senator Jennifer Beck (R)**  
**Assemblymembers Caroline Casagrande (R) and Declan O'Scanlon, Jr. (R)**

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 1.4% of workers in District 12 would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **98.6% 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: 91.0%

Percent commuting to the CPZ: 9.0%

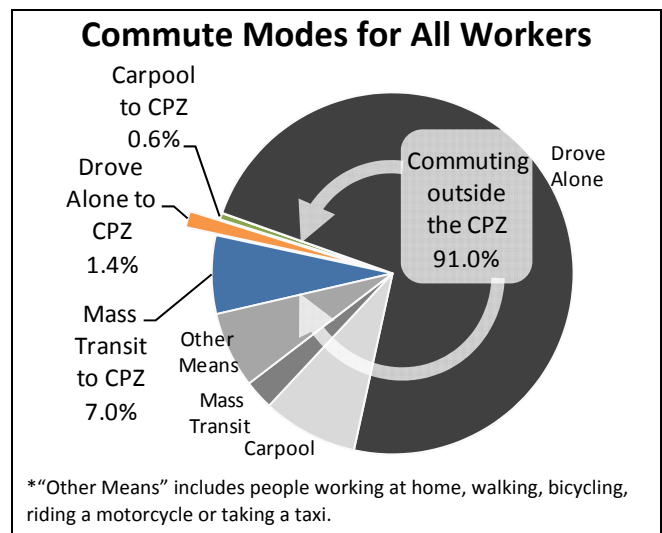
**Percent driving alone to the CPZ: 1.4%**

Percent carpooling to the CPZ: 0.6%

Percent taking mass transit to the CPZ: 7.0%

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

## District 13

Senator Joseph M. Kyrillos (R)

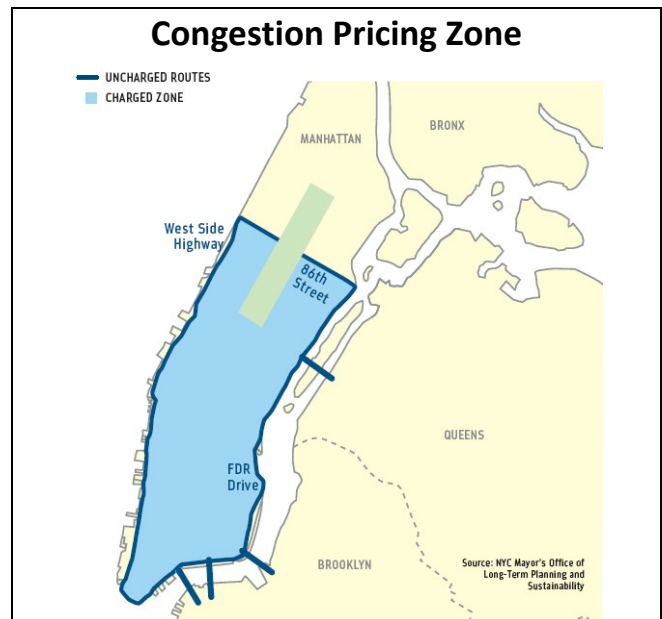
Assemblymembers Amy H. Handlin (R) and Samuel D. Thompson (R)

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 1.4% of workers in District 13 would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **98.6% 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: 89.7%

Percent commuting to the CPZ: 10.3%

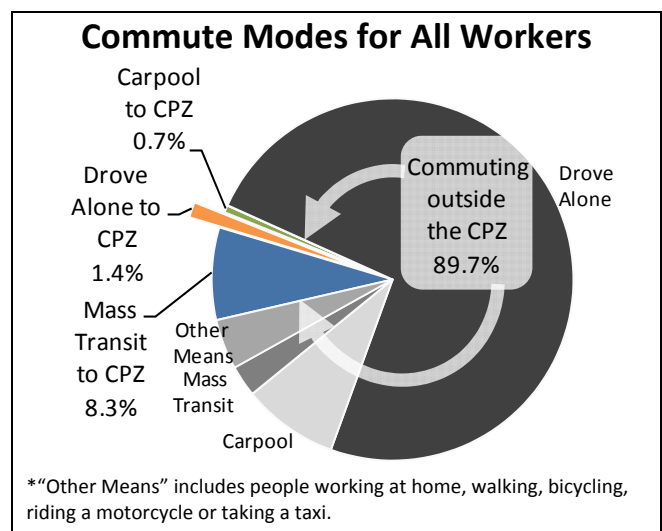
**Percent driving alone to the CPZ: 1.4%**

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 8.3%

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.



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# District 14

## Senator Bill Baroni (R)

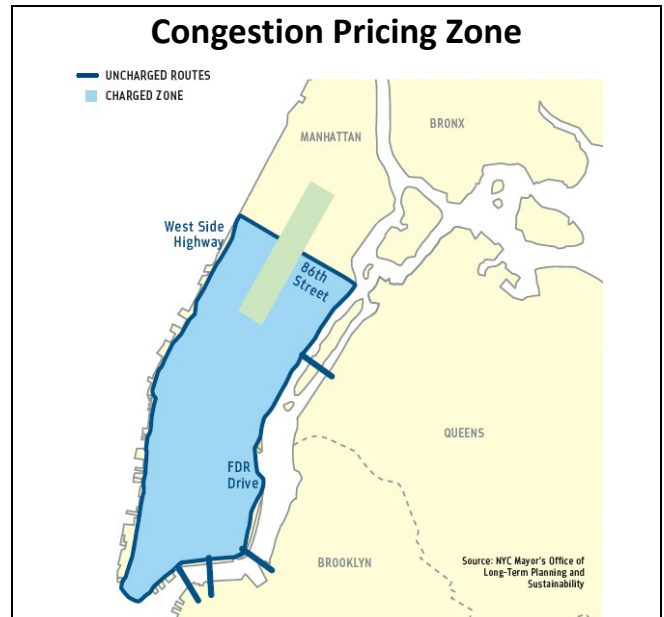
### Assemblymembers Wayne DeAngelo (D) and Linda R. Greenstein (D)

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 0.7% of workers in District 14 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **99.3% 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: 94.3%

Percent commuting to the CPZ: 5.7%

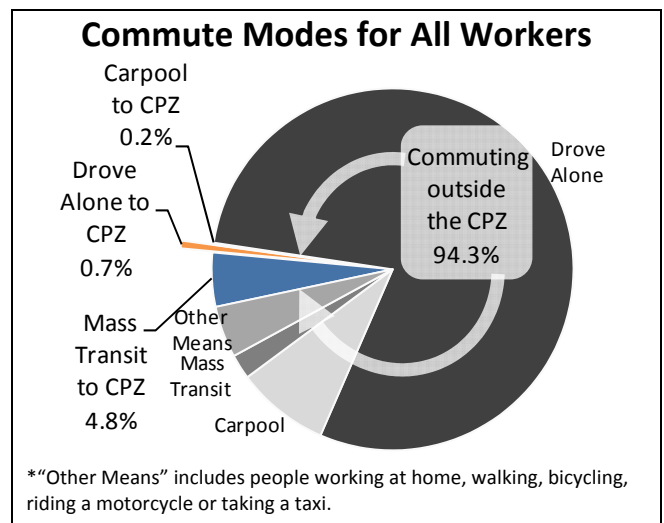
**Percent driving alone to the CPZ: 0.7%**

Percent carpooling to the CPZ: 0.2%

Percent taking mass transit to the CPZ: 4.8%

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

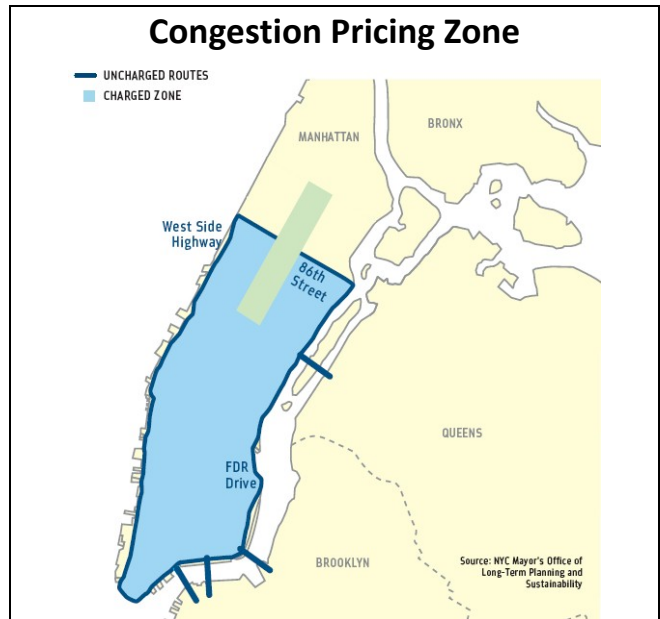
**District 15**  
**Senator Robert Martin (R)**  
**Assemblymembers Bonnie Watson Coleman (D) and Reed Gusciora (D)**

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 0.3% of workers in District 15 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **99.7% 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: 97.9%

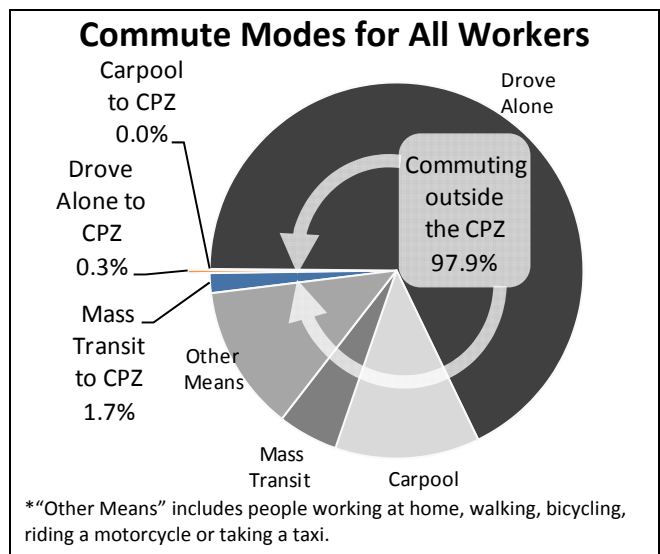
Percent commuting to the CPZ: 2.1%

**Percent driving alone to the CPZ: 0.3%**

Percent carpooling to the CPZ: 0.0%

Percent taking mass transit to the CPZ: 1.7%

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



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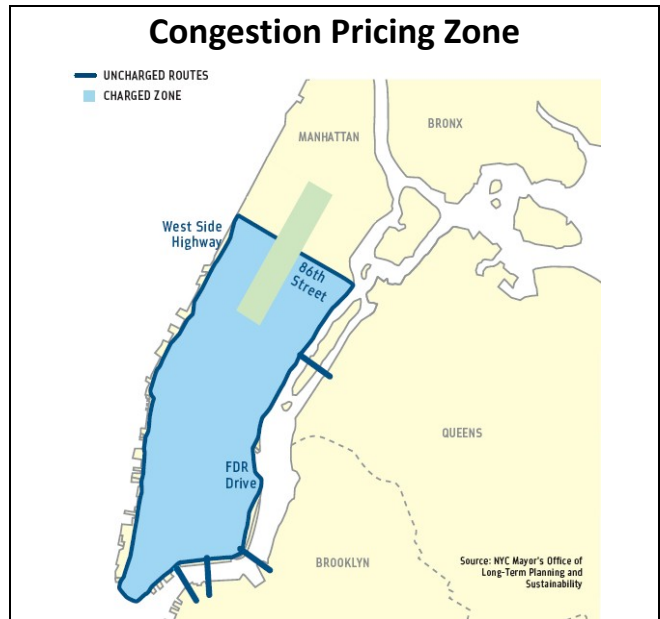
**District 16**  
**Senator Christopher Bateman (R)**  
**Assemblymembers Peter J. Biondi (R) and Denise Coyle (R)**

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 1.2% of workers in District 16 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **98.8% 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: 96.3%

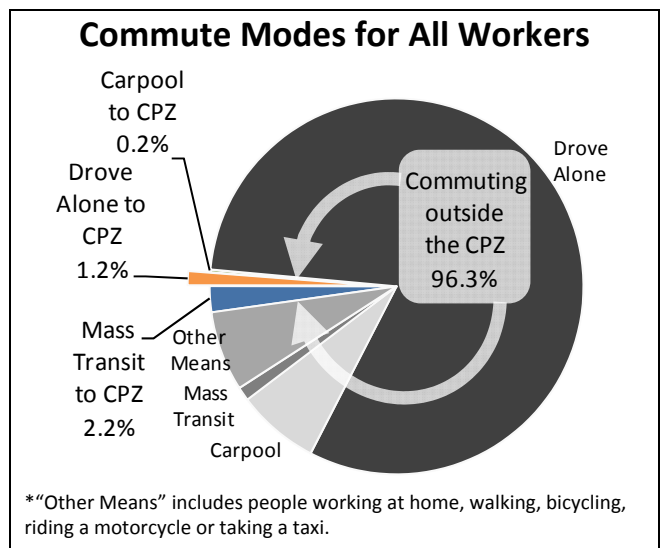
Percent commuting to the CPZ: 3.7%

**Percent driving alone to the CPZ: 1.2%**

Percent carpooling to the CPZ: 0.2%

Percent taking mass transit to the CPZ: 2.2%

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



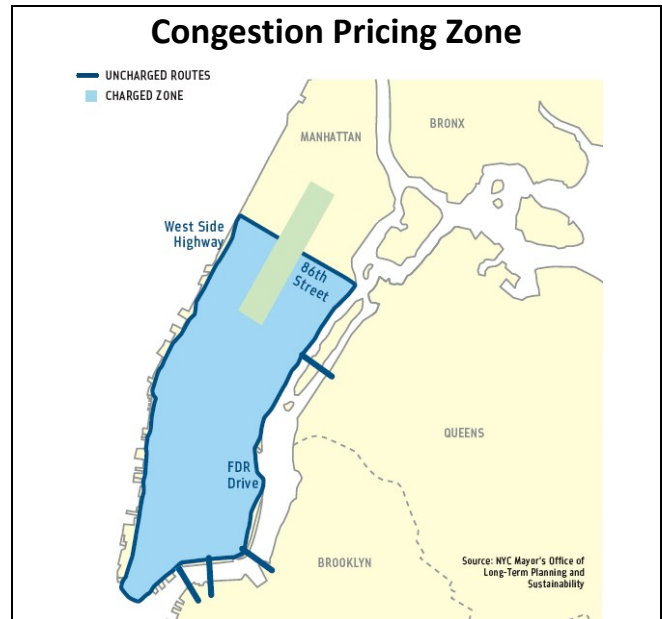
**District 17**  
**Senator Bob Smith (D)**  
**Assemblymembers Upendra J. Chivukula (D) and Joseph V. Egan (D)**

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 District 17 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 95.1%

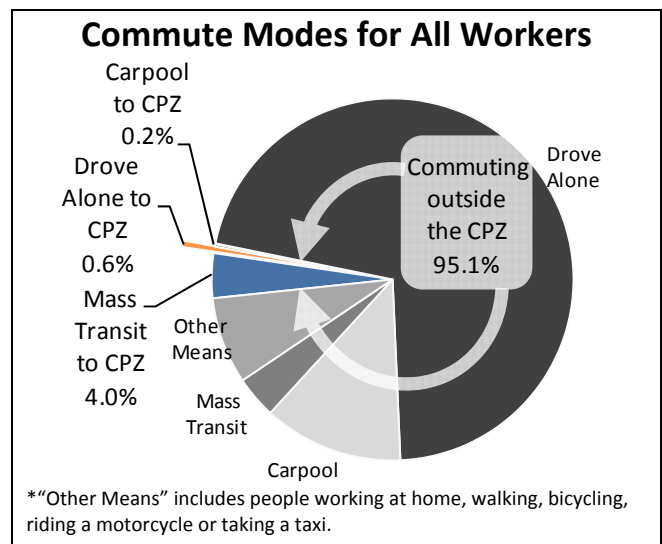
Percent commuting to the CPZ: 4.9%

**Percent driving alone to the CPZ: 0.6%**

Percent carpooling to the CPZ: 0.2%

Percent taking mass transit to the CPZ: 4.0%

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

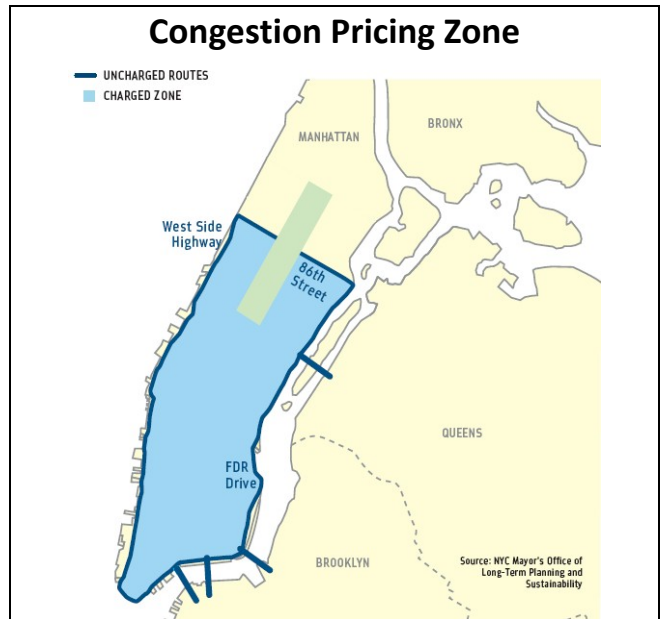
**District 18**  
**Senator Barbara Buono (D)**  
**Assemblymembers Peter J. Barnes, III (D) and Patrick J. Diegnan, Jr. (D)**

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 District 18 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 91.6%

Percent commuting to the CPZ: 8.4%

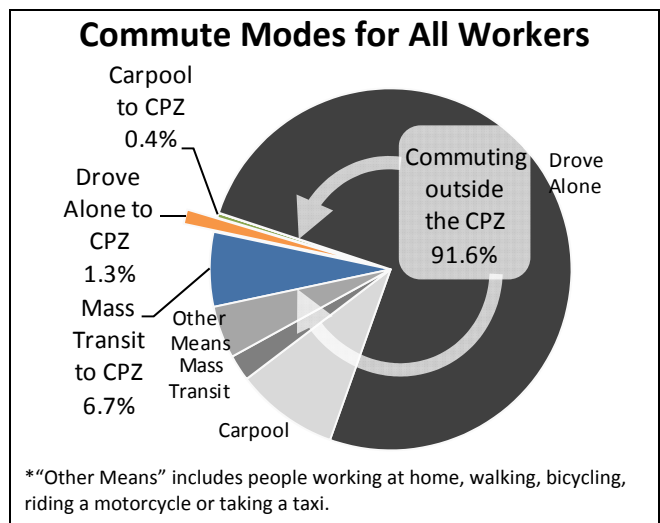
**Percent driving alone to the CPZ: 1.3%**

Percent carpooling to the CPZ: 0.4%

Percent taking mass transit to the CPZ: 6.7%

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



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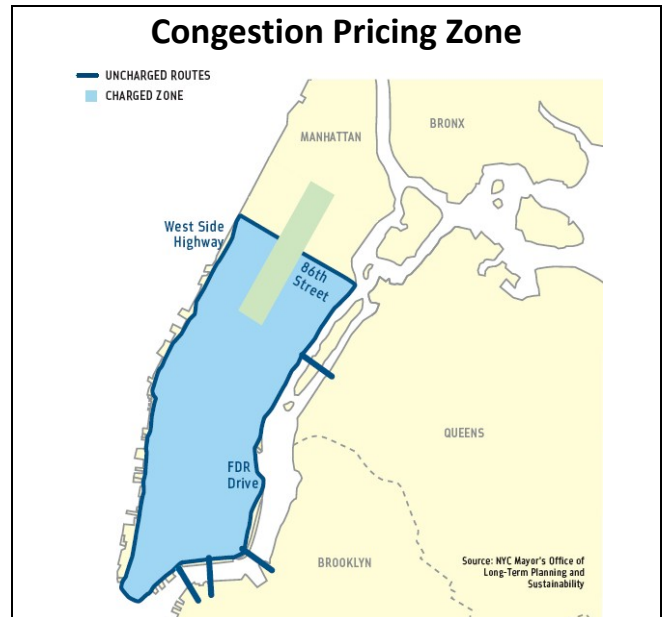
**District 19**  
**Senator Joseph F. Vitale (D)**  
**Assemblymembers Joseph Vas (D) and John S. Wisniewski (D)**

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 1.2% of workers in District 19 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **98.8% 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: 93.7%

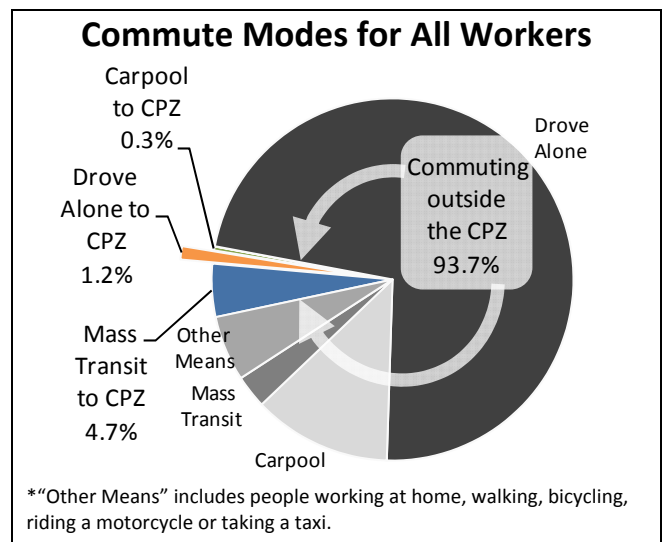
Percent commuting to the CPZ: 6.3%

**Percent driving alone to the CPZ: 1.2%**

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 4.7%

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



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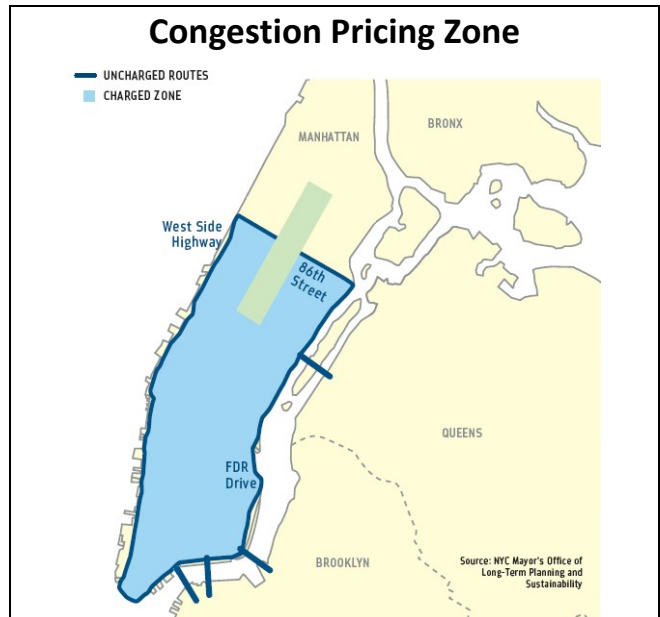
**District 20**  
**Senator Raymond J. Lesniak (D)**  
**Assemblymembers Neil M. Cohen (D) and Joseph Cryan (D)**

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 District 20 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 95.7%

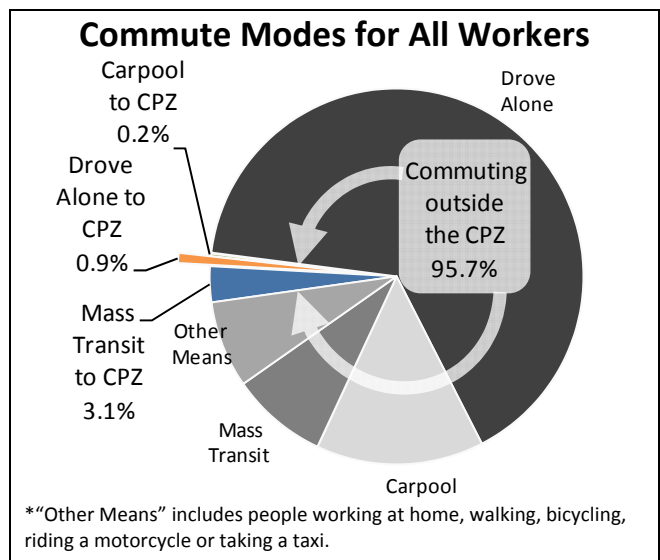
Percent commuting to the CPZ: 4.3%

**Percent driving alone to the CPZ: 0.9%**

Percent carpooling to the CPZ: 0.2%

Percent taking mass transit to the CPZ: 3.1%

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

## District 21

Senator Thomas H. Kean, Jr. (R)

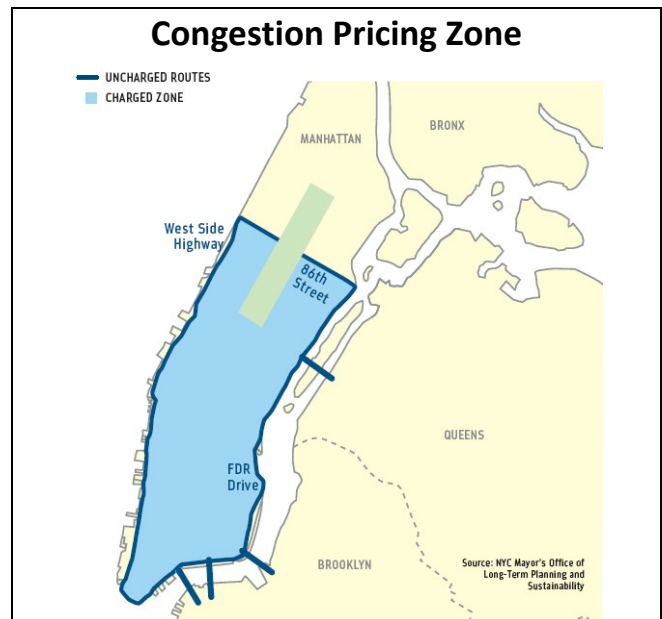
Assemblymembers Jon M. Bramnick (R) and Eric Munoz (R)

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 2.1% of workers in District 21 would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **97.9% 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: 88.1%

Percent commuting to the CPZ: 11.9%

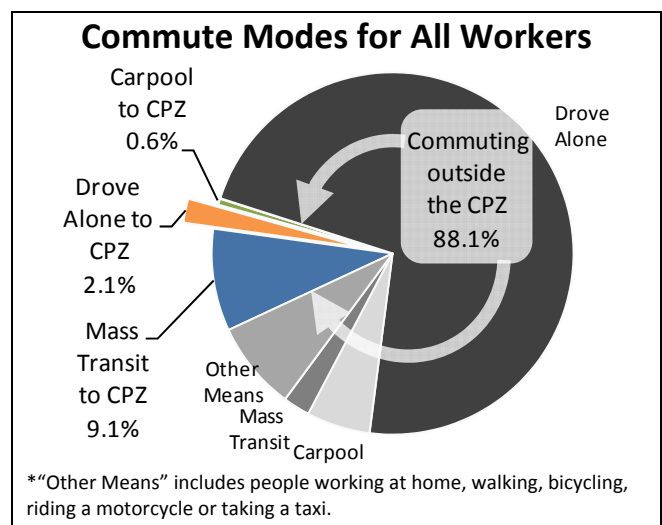
**Percent driving alone to the CPZ: 2.1%**

Percent carpooling to the CPZ: 0.6%

Percent taking mass transit to the CPZ: 9.1%

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

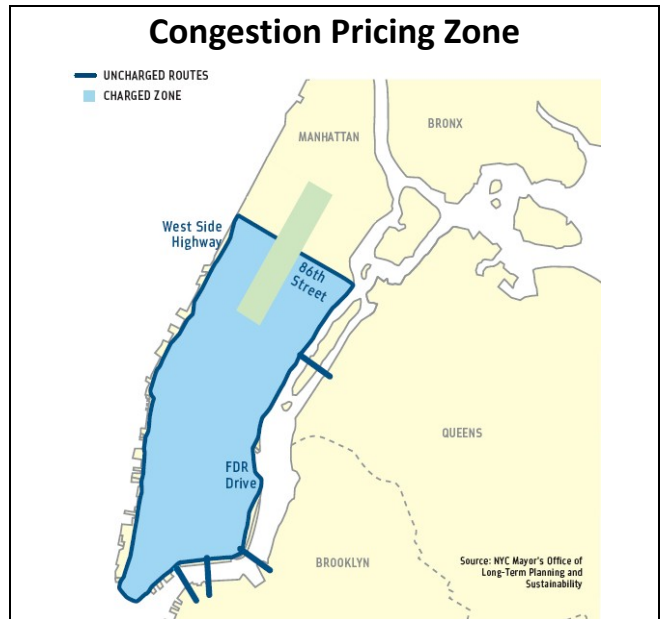
**District 22**  
**Senator Nicholas Scutari (D)**  
**Assemblymembers Jerry Green (D) and Linda Stender (D)**

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 District 22 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 95.3%

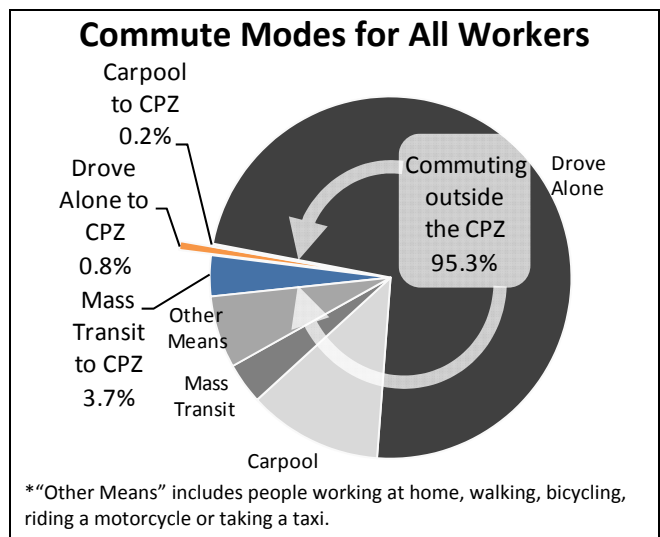
Percent commuting to the CPZ: 4.7%

**Percent driving alone to the CPZ: 0.8%**

Percent carpooling to the CPZ: 0.2%

Percent taking mass transit to the CPZ: 3.7%

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

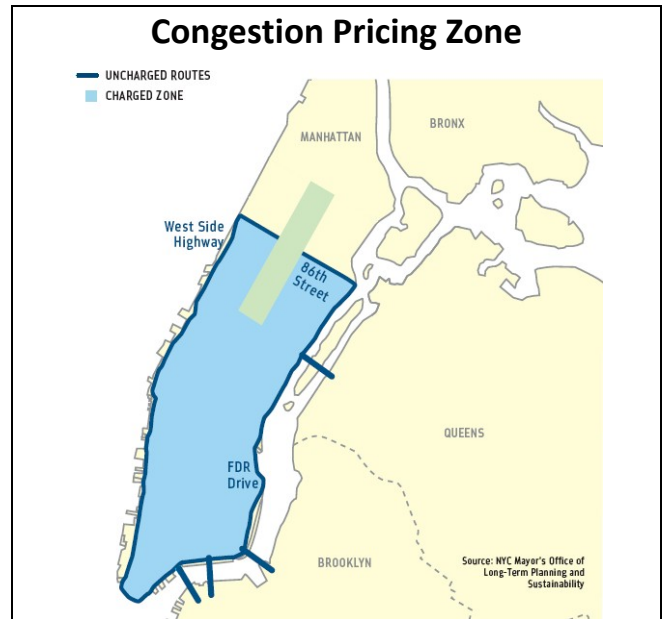
**District 23**  
**Senator Leonard Lance (R)**  
**Assemblymembers Michael J. Doherty (R) and Marcia A. Karrow (R)**

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 0.5% of workers in District 23 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **99.5% 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: 98.6%

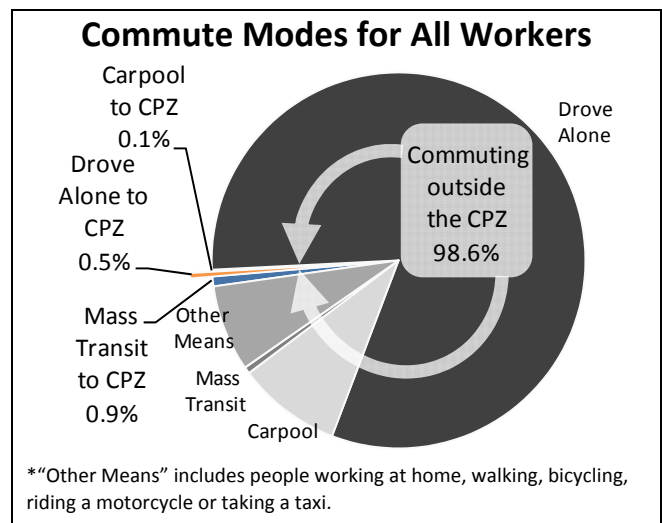
Percent commuting to the CPZ: 1.4%

**Percent driving alone to the CPZ: 0.5%**

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



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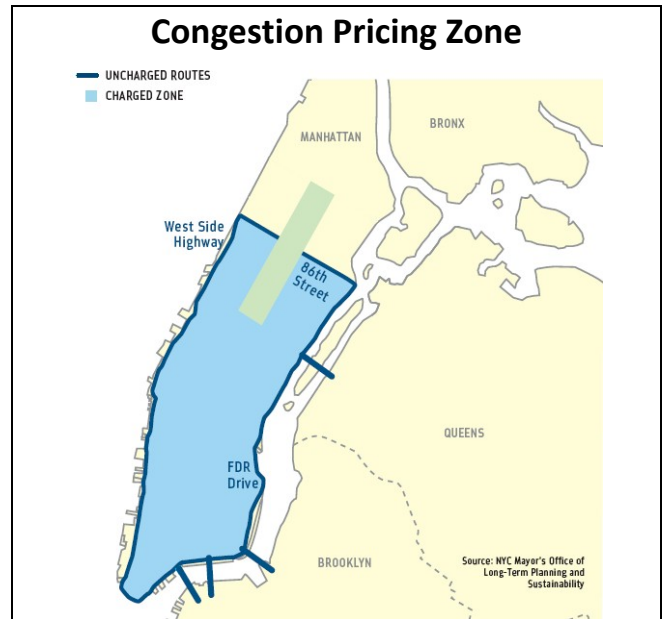
**District 24**  
**Senator Steven Oroho (R)**  
**Assemblymembers Gary Chiusano (R) and Alison Littell McHose (R)**

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 District 24 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 97.8%

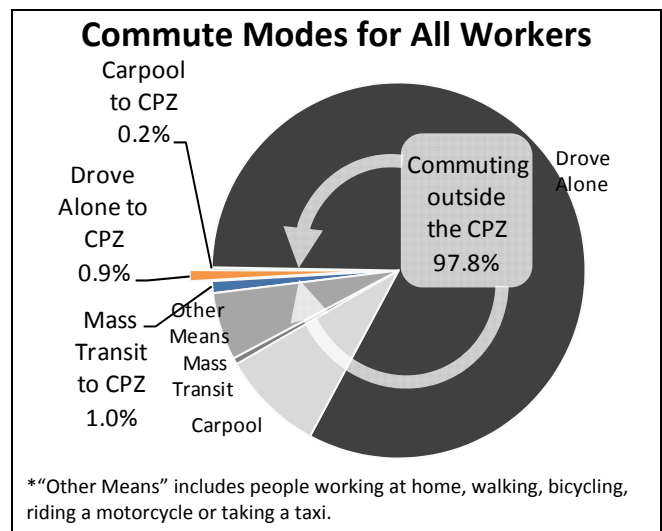
Percent commuting to the CPZ: 2.2%

**Percent driving alone to the CPZ: 0.9%**

Percent carpooling to the CPZ: 0.2%

Percent taking mass transit to the CPZ: 1.0%

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



## District 25

Senator Anthony R. Bucco (R)

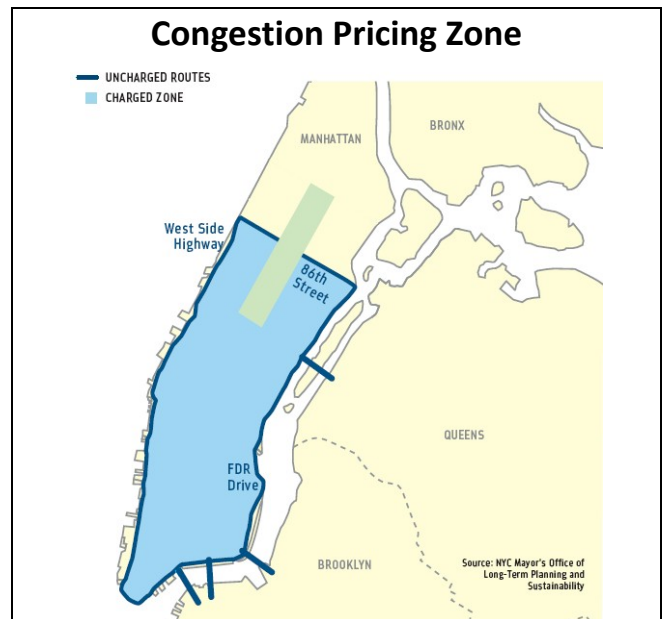
Assemblymembers Michael Patrick Carroll (R) and Richard A. Merkt (R)

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 District 25 would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 96.6%

Percent commuting to the CPZ: 3.4%

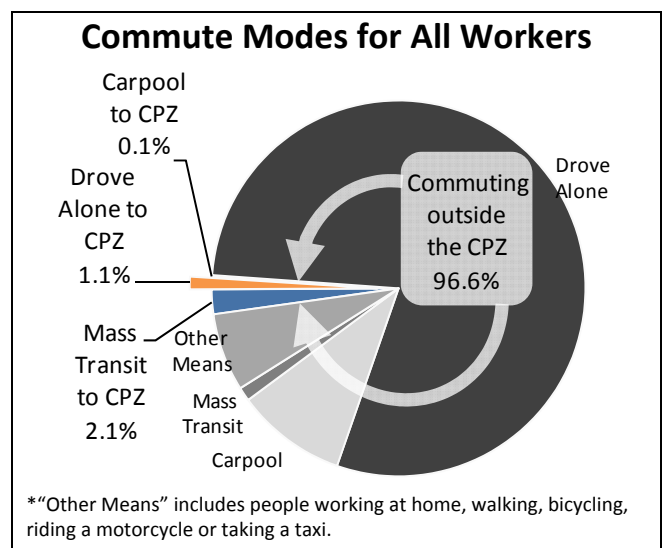
**Percent driving alone to the CPZ: 1.1%**

Percent carpooling to the CPZ: 0.1%

Percent taking mass transit to the CPZ: 2.1%

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

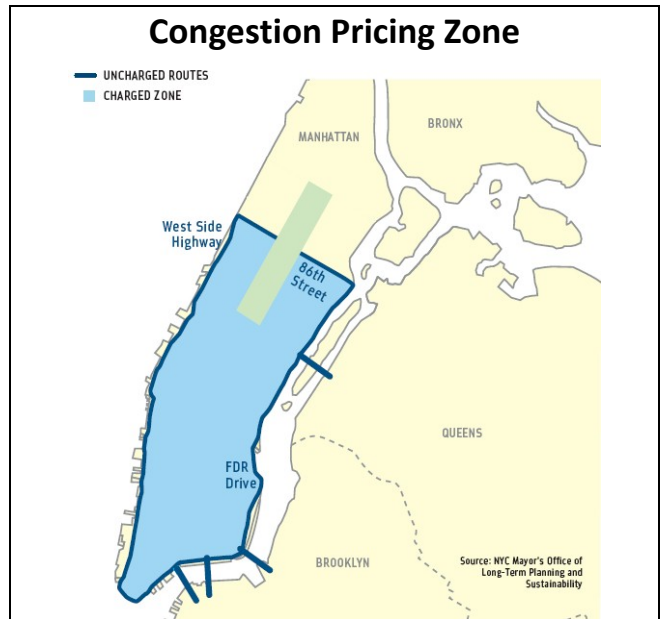
**District 26**  
**Senator Joseph Pennacchio (R)**  
**Assemblymembers Alex DeCroce (R) and Jay Webber (R)**

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 1.4% of workers in District 26 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **98.6% 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: 95.1%

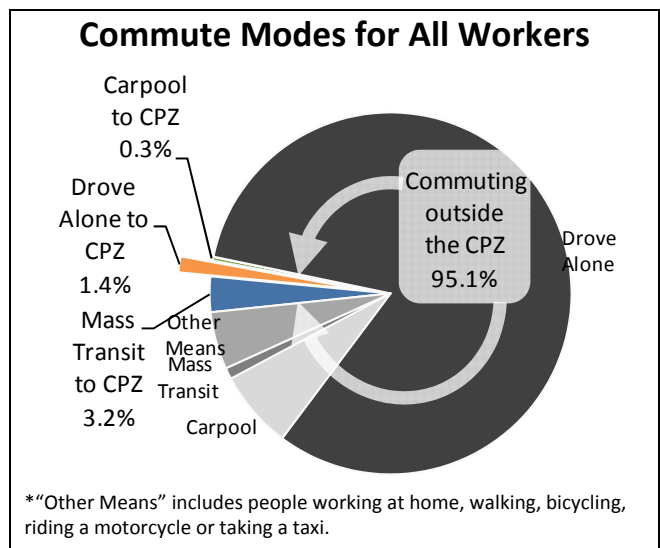
Percent commuting to the CPZ: 4.9%

**Percent driving alone to the CPZ: 1.4%**

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 3.2%

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

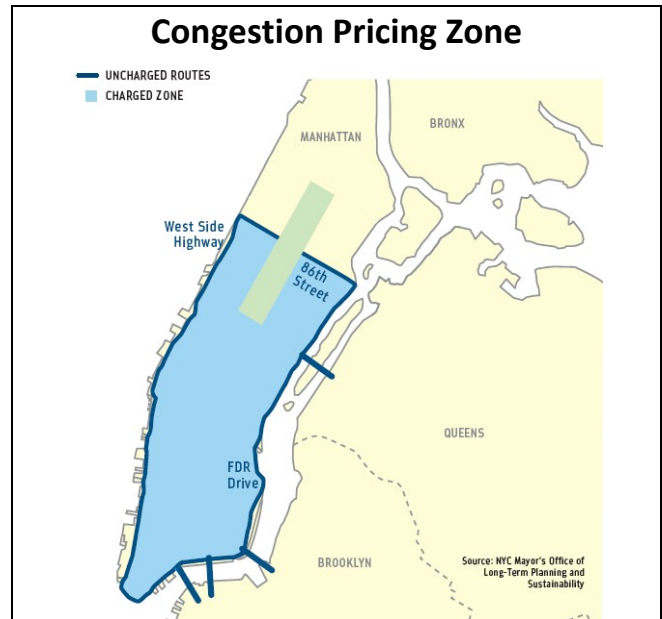
**District 27**  
**Senator Richard J. Codey (D)**  
**Assemblymembers Mila Jasey (D) and John F. McKeon (D)**

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 2.3% of workers in District 27 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **97.7% 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: 90.3%

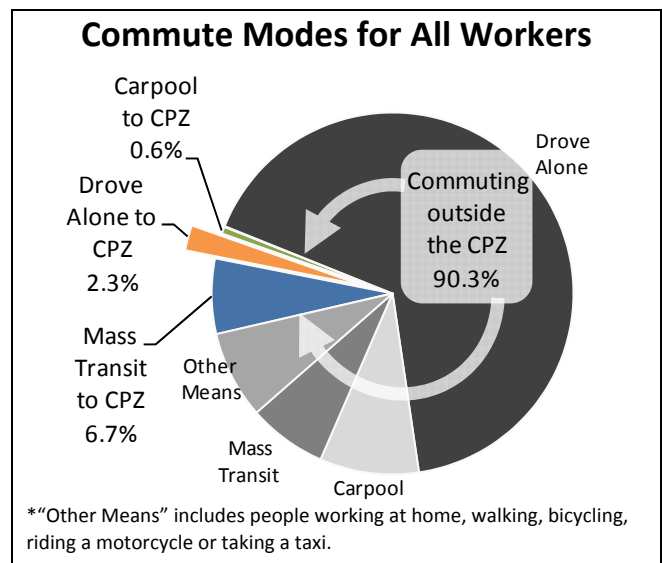
Percent commuting to the CPZ: 9.7%

**Percent driving alone to the CPZ: 2.3%**

Percent carpooling to the CPZ: 0.6%

Percent taking mass transit to the CPZ: 6.7%

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.

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

# District 28

## Senator Ronald L. Rice (D)

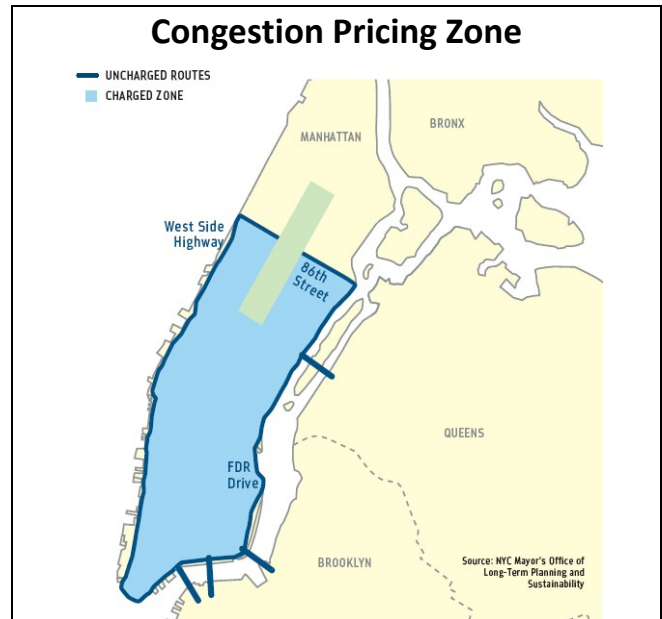
### Assemblymembers Ralph Caputo (D) and Cleopatra Tucker (D)

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 1.2% of workers in District 28 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **98.8% 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: 94.7%

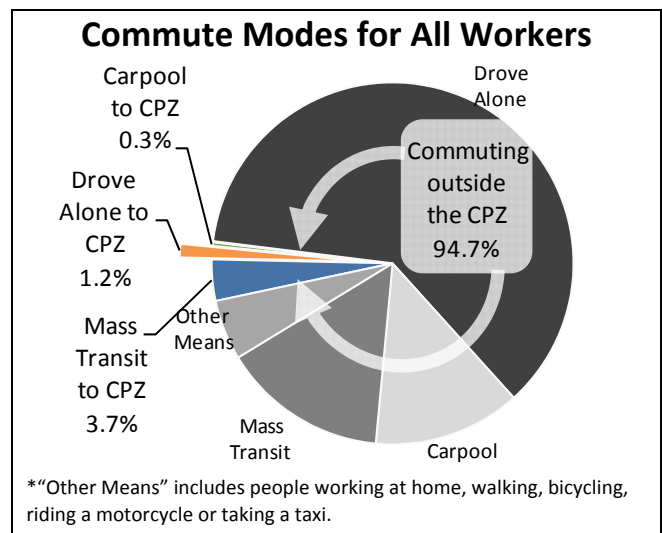
Percent commuting to the CPZ: 5.3%

**Percent driving alone to the CPZ: 1.2%**

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 3.7%

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.

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



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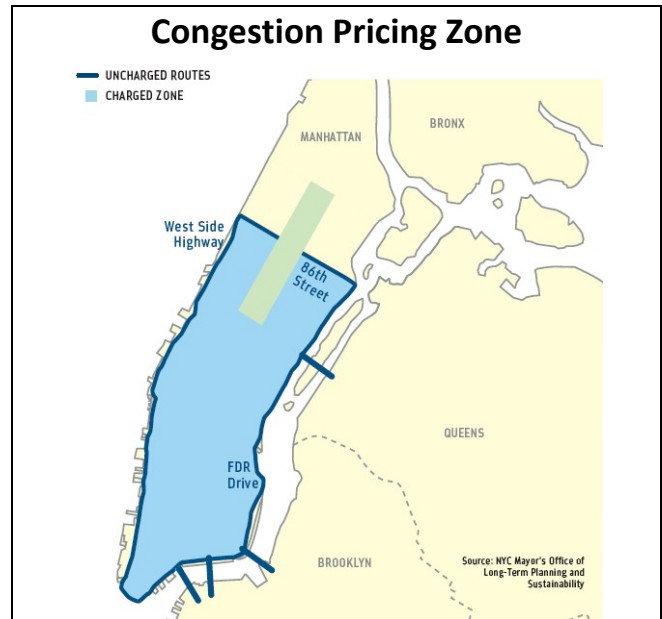
**District 29**  
**Senator Teresa Ruiz (D)**  
**Assemblymembers Albert Coutinho (D) and Grace Spencer (D)**

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 0.7% of workers in District 29 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **99.3% 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: 95.5%

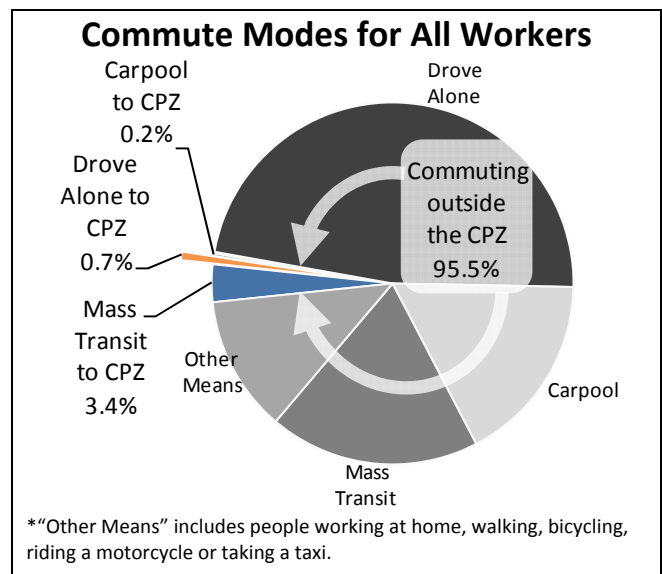
Percent commuting to the CPZ: 4.5%

**Percent driving alone to the CPZ: 0.7%**

Percent carpooling to the CPZ: 0.2%

Percent taking mass transit to the CPZ: 3.4%

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



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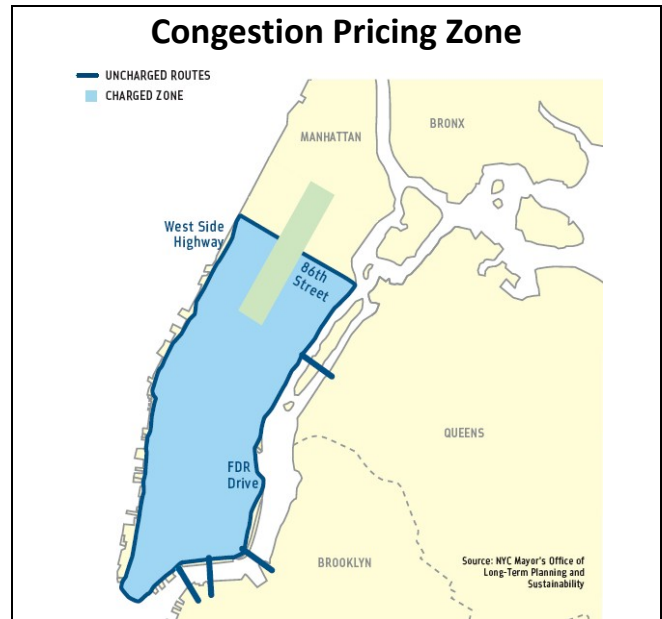
**District 30**  
**Senator Robert W. Singer (R)**  
**Assemblymembers Ronald S. Dancer (R) and Joseph R. Malone, III (R)**

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 0.5% of workers in District 30 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **99.5% 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: 97.7%

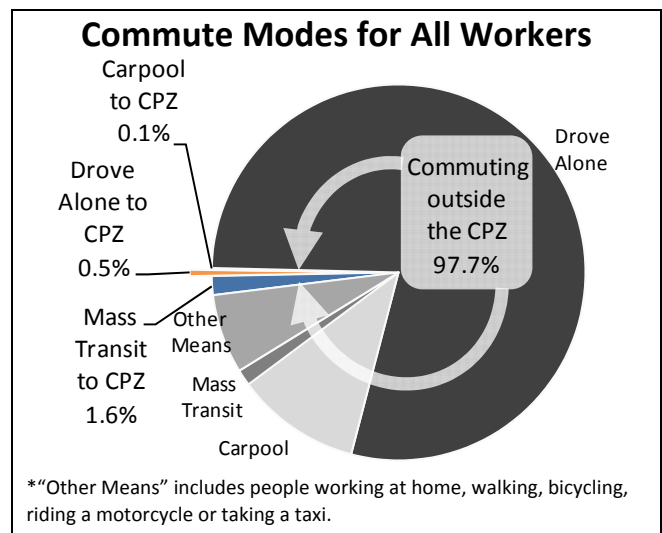
Percent commuting to the CPZ: 2.3%

**Percent driving alone to the CPZ: 0.5%**

Percent carpooling to the CPZ: 0.1%

Percent taking mass transit to the CPZ: 1.6%

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



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## District 31

Senator Sandra Bolden Cunningham (D)

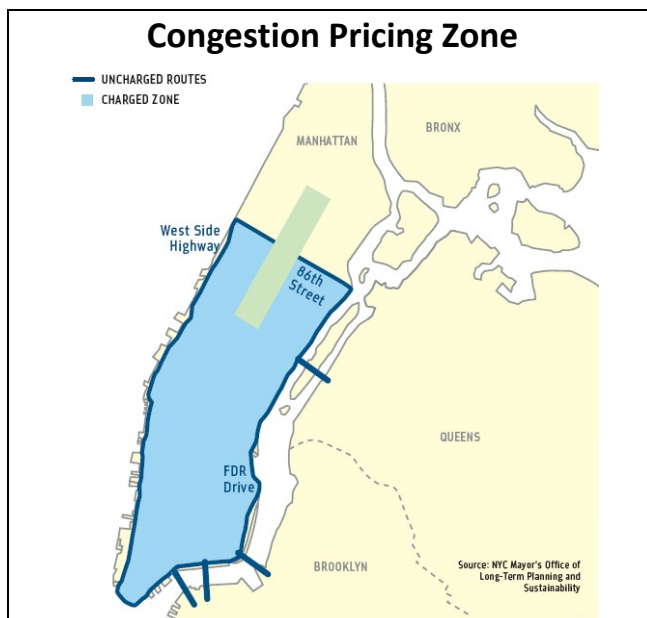
Assemblymembers Anthony Chiappone (D) and L. Harvey Smith (D)

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 1.9% of workers in District 31 would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **98.1% 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: 82.4%

Percent commuting to the CPZ: 17.6%

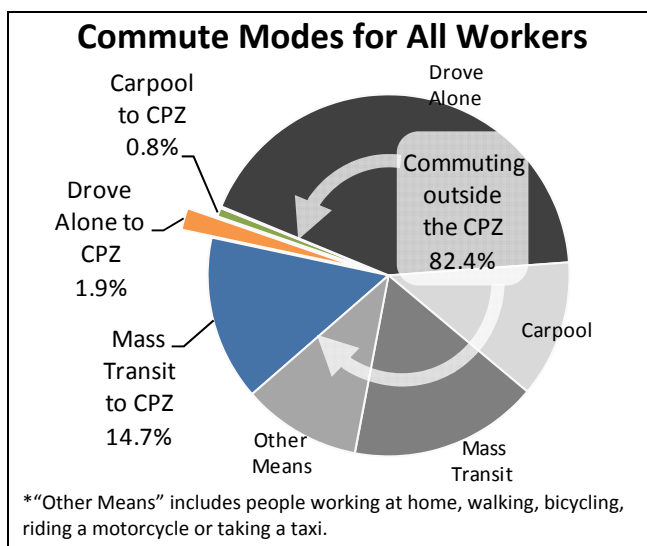
**Percent driving alone to the CPZ: 1.9%**

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 14.7%

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.



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



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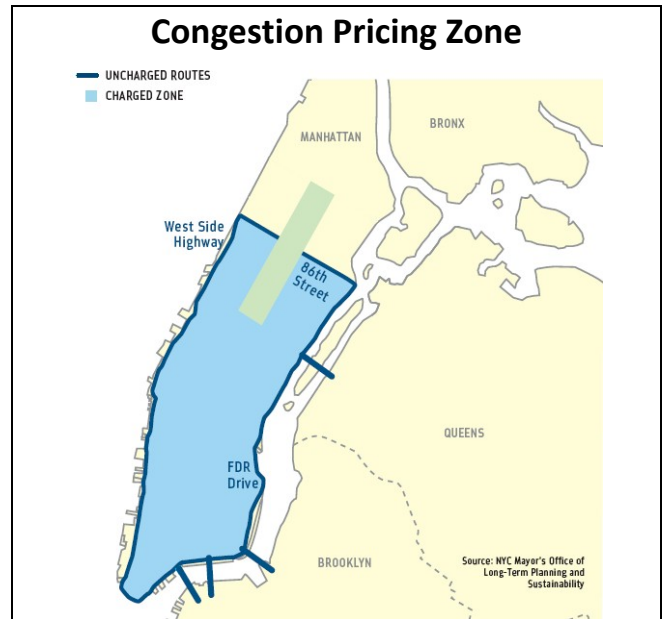
**District 32**  
**Senator Nicholas J. Sacco (D)**  
**Assemblymembers Joan M. Quigley (D) and Vincent Prieto (D)**

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 2.3% of workers in District 32 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **97.7% 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: 85.7%

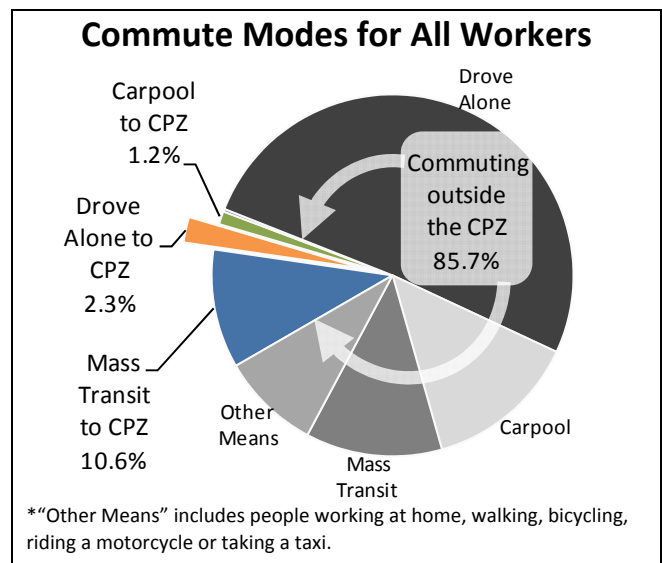
Percent commuting to the CPZ: 14.3%

**Percent driving alone to the CPZ: 2.3%**

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 10.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.2%



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



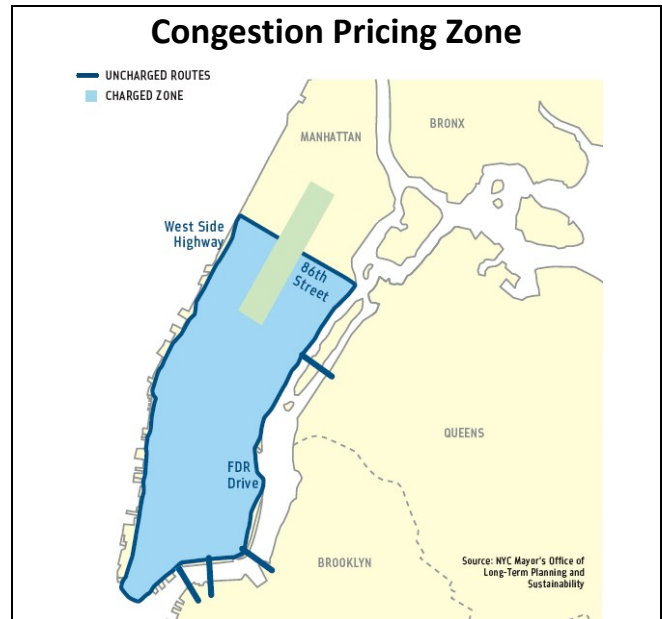
**District 33**  
**Senator Brian Stack (D)**  
**Assemblymembers Ruben J. Ramos, Jr. (D) and Caridad Rodriguez (D)**

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 District 33 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 70.4%

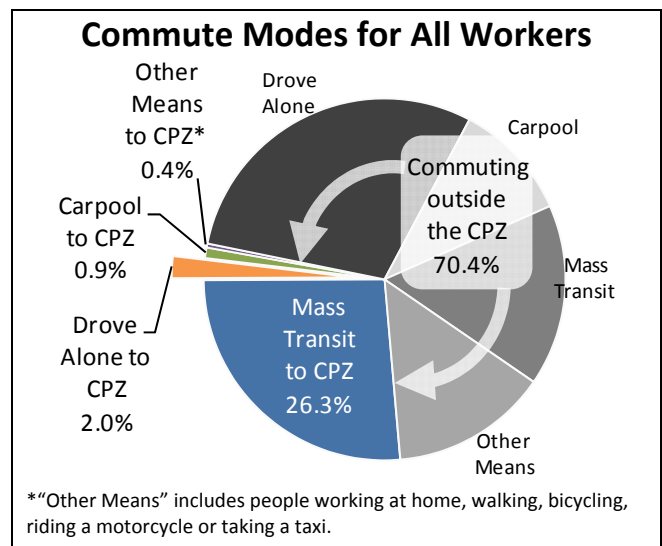
Percent commuting to the CPZ: 29.6%

**Percent driving alone to the CPZ: 2.0%**

Percent carpooling to the CPZ: 0.9%

Percent taking mass transit to the CPZ: 26.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%



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

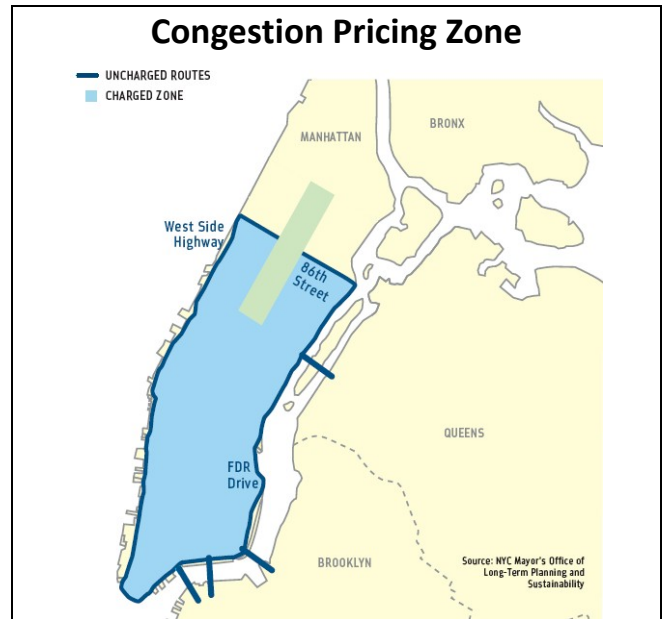
**District 34**  
**Senator Nia H. Gill (D)**  
**Assemblymembers Thomas P. Gibli (D) and Sheila Y. Oliver (D)**

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 1.6% of workers in District 34 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **98.4% 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: 91.1%

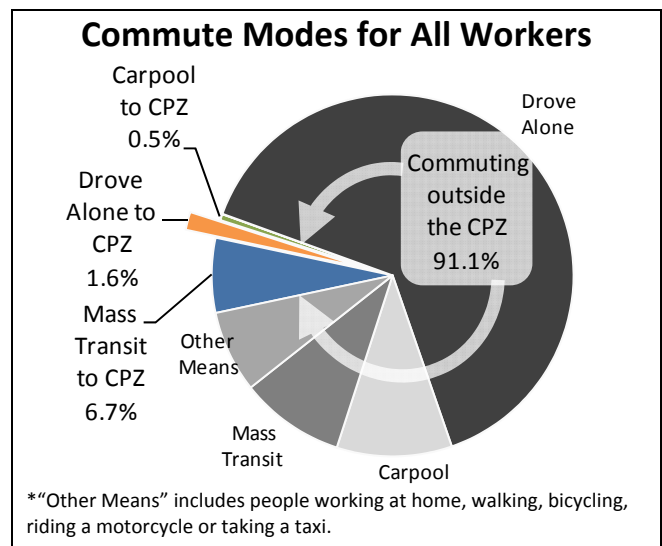
Percent commuting to the CPZ: 8.9%

**Percent driving alone to the CPZ: 1.6%**

Percent carpooling to the CPZ: 0.5%

Percent taking mass transit to the CPZ: 6.7%

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

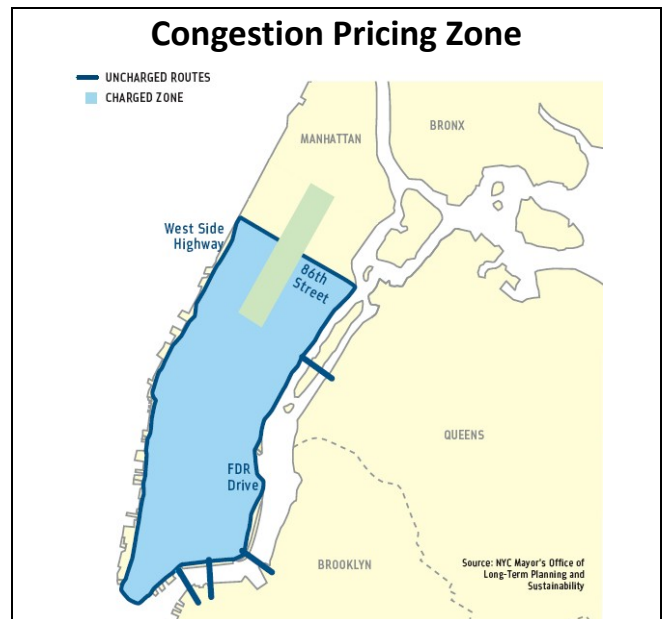
**District 35**  
**Senator John A. Girgenti (D)**  
**Assemblymembers Elise Evans (D) and Nellie Pou (D)**

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 District 35 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 97.0%

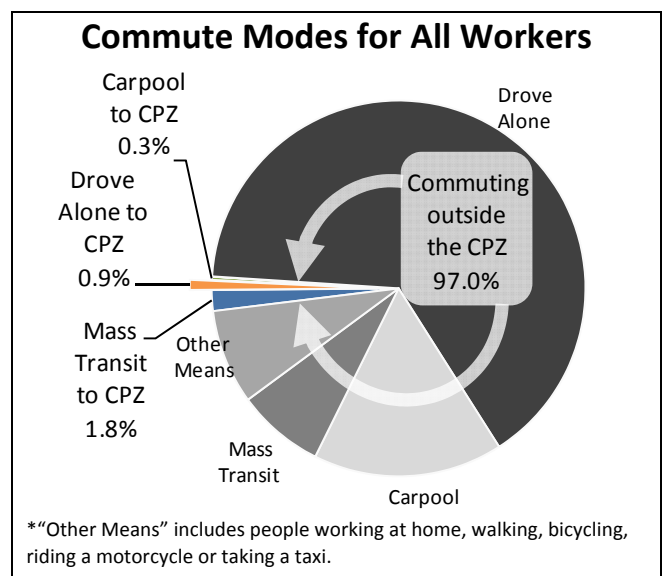
Percent commuting to the CPZ: 3.0%

**Percent driving alone to the CPZ: 0.9%**

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 1.8%

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

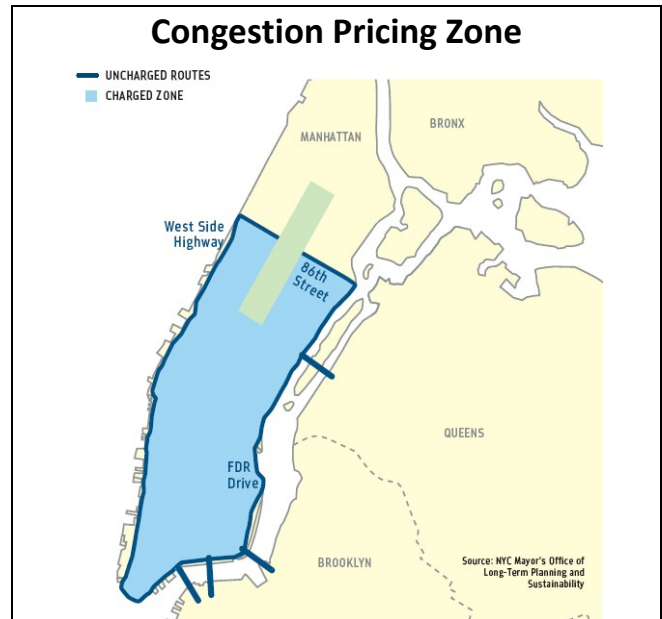
**District 36**  
**Senator Paul A. Sarlo (D)**  
**Assemblymembers Frederick Scalera (D) and Gary S. Schaer (D)**

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 District 36 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> 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: 93.1%

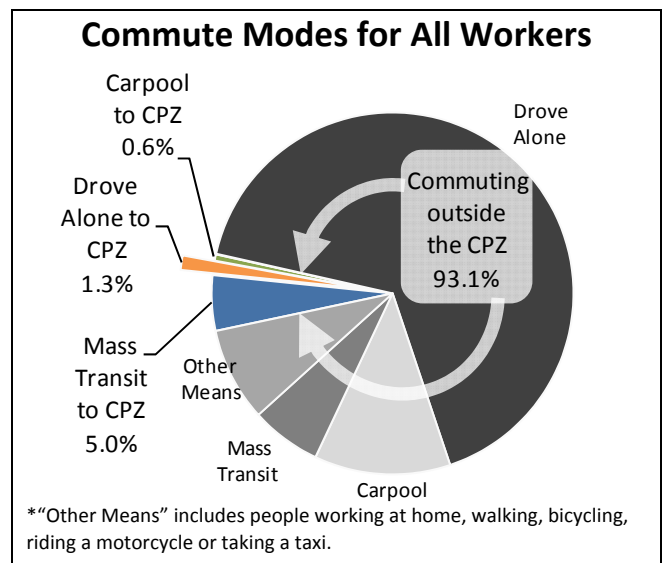
Percent commuting to the CPZ: 6.9%

**Percent driving alone to the CPZ: 1.3%**

Percent carpooling to the CPZ: 0.6%

Percent taking mass transit to the CPZ: 5.0%

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

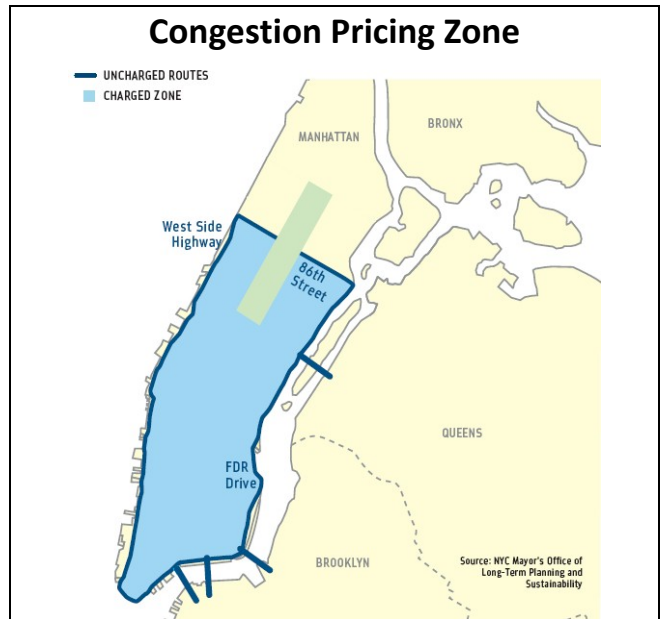
**District 37**  
**Senator Loretta Weinberg (D)**  
**Assemblymembers Valerie Vainieri Huttle (D) and Gordon M. Johnson (D)**

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 4.7% of workers in District 37 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **95.3% 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: 84.7%

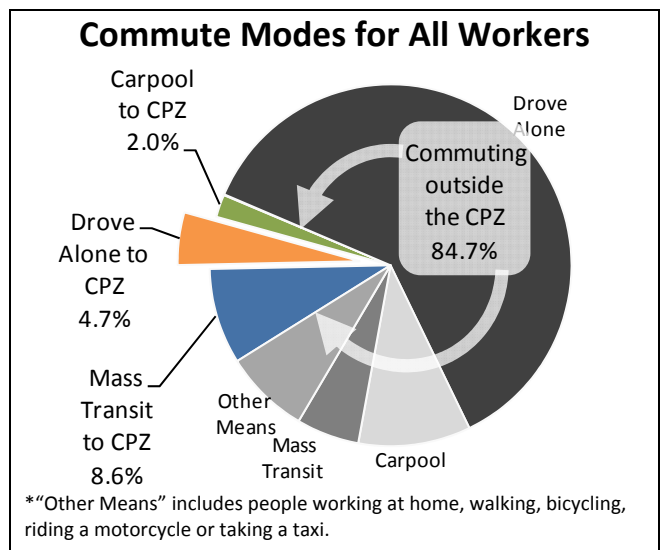
Percent commuting to the CPZ: 15.3%

**Percent driving alone to the CPZ: 4.7%**

Percent carpooling to the CPZ: 2.0%

Percent taking mass transit to the CPZ: 8.6%

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

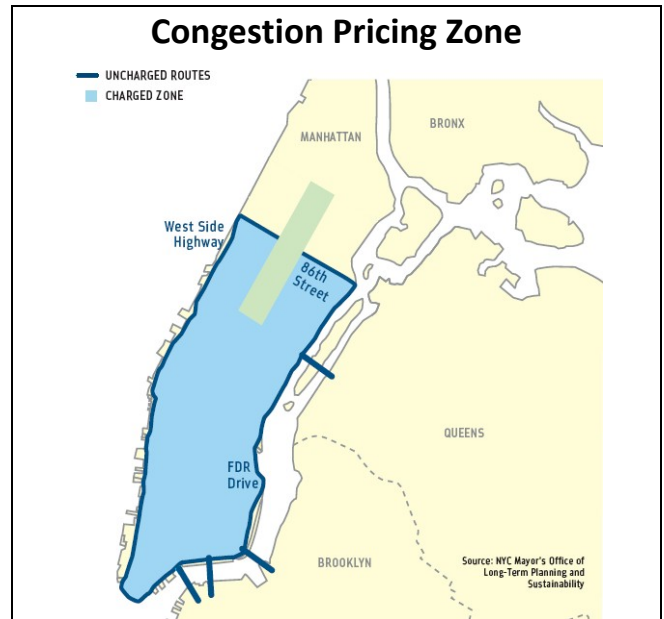
**District 38**  
**Senator Robert Gordon (D)**  
**Assemblymembers Joan M. Voss (D) and Connie Wagner (D)**

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 4.1% of workers in District 38 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **95.9% 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: 86.1%

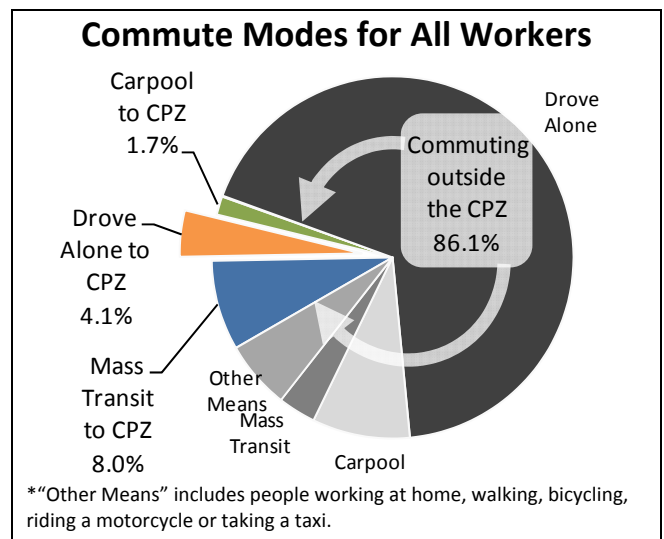
Percent commuting to the CPZ: 13.9%

**Percent driving alone to the CPZ: 4.1%**

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 8.0%

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

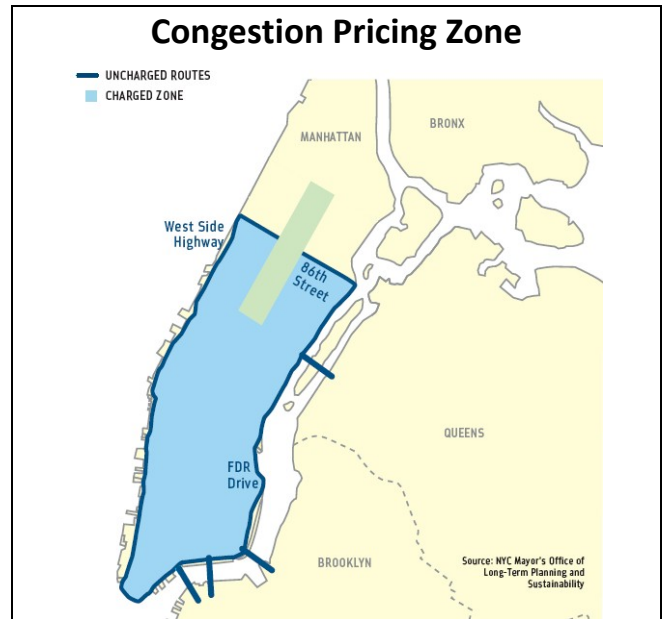
**District 39**  
**Senator Gerald Cardinale (R)**  
**Assemblymembers John E. Rooney (R) and Charlotte Vandervalk (R)**

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 4.6% of workers in District 39 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **95.4% 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: 87.5%

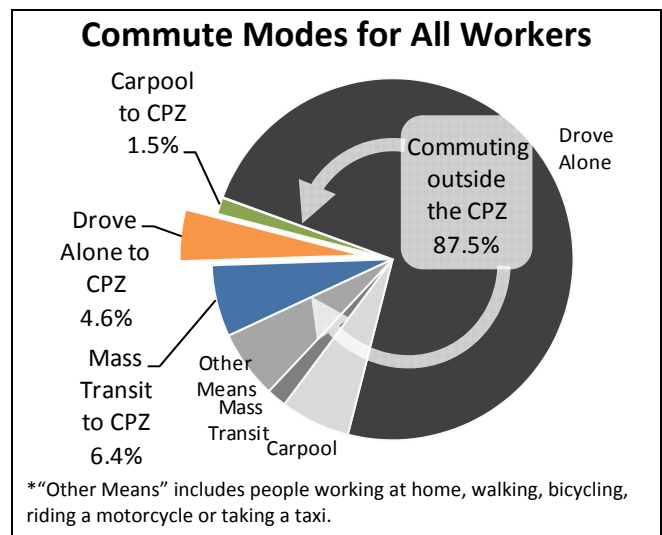
Percent commuting to the CPZ: 12.5%

**Percent driving alone to the CPZ: 4.6%**

Percent carpooling to the CPZ: 1.5%

Percent taking mass transit to the CPZ: 6.4%

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

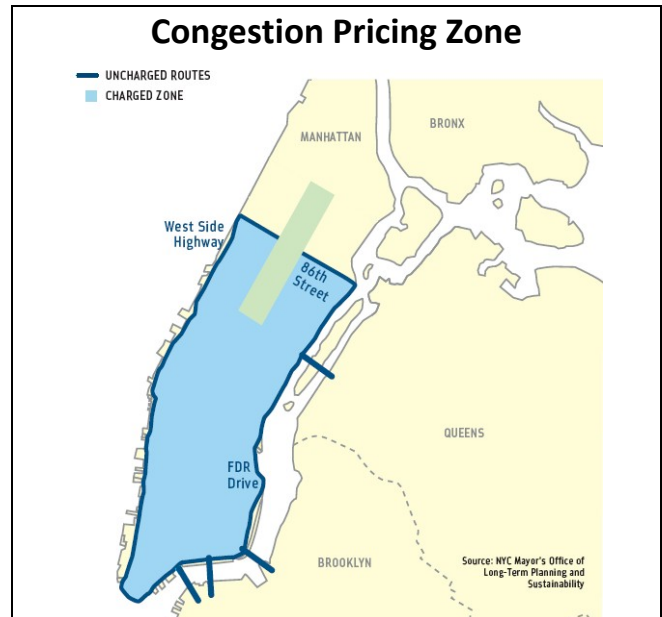
**District 40**  
**Senator Kevin O'Toole (R)**  
**Assemblymembers David C. Russo (R) and Scott Rumana (R)**

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 2.7% of workers in District 40 would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **97.3% 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: 91.1%

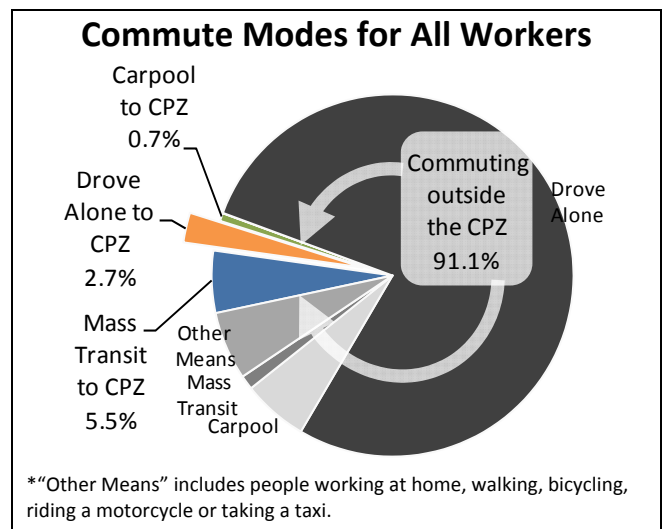
Percent commuting to the CPZ: 8.9%

**Percent driving alone to the CPZ: 2.7%**

Percent carpooling to the CPZ: 0.7%

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.

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



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