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 86th 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%


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
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 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%


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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 86th 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%

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 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: 99.7%

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%

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 86th 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%


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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 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: 99.7%

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%

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 7 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: 0.1%

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%


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

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

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

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

Only 0.2% of workers in District 8 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, 99.8% would not be affected by the charge because they don’t work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 99.6%

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%


**Other Means” includes people working at home, walking, bicycling, riding a motorcycle or taking a taxi.
Congestion pricing is the practice of charging drivers a user fee to enter Manhattan’s central business district during peak travel hours in order to reduce driving, thereby easing traffic and air pollution, and encouraging commuters to take mass transit.

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

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

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

Only 0.2% of workers in District 9 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **99.8% would not be affected by the charge** because they don’t work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

| Percent commuting outside the CPZ: | 99.4% |
| Percent commuting to the CPZ:       | 0.6%  |
| Percent driving alone to the CPZ:   | 0.2%  |
| Percent carpooling to the CPZ:      | 0.0%  |
| Percent taking mass transit to the CPZ: | 0.3% |
| Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: | 0.0% |


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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 District 10 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: 98.4%

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%

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 11 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:** 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%

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

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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 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 86th 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%

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 86th 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%


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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 0.7% of workers in District 14 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th 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%

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 86th 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% |

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 86th 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%


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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 17 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: 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%


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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 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 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: 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%

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 86th 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%

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 86th Street. The vast majority, 99.1% would not be affected by the charge because they don’t work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 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%


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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 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 86th 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%

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 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: 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%


**Other Means” includes people working at home, walking, bicycling, riding a motorcycle or taking a taxi.

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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 0.5% of workers in District 23 would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th 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%

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 86th Street. The vast majority, **99.1% would not be affected by the charge** because they don’t work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

Percent commuting outside the CPZ: 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%


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
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 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: 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%


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
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 86th 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%

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 86th 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
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 86th 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%


For more information, contact Zoe Baldwin, TSTC, at (212) 268-7474
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 86th 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%


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
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 86th 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%

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 86th 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%


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
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 86th 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%


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
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 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: 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%


For more information, contact Zoe Baldwin, TSTC, at (212) 268-7474
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 86th 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%

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 86th Street. The vast majority, **99.1% would not be affected by the charge** because they don’t work in the congestion pricing zone, or they work in the zone but commute by carpool, mass transit or some other means.

**Percent commuting outside the CPZ:** 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%


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 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: 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%


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
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 86th 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%


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 86th 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%**


**“Other Means” includes people working at home, walking, bicycling, riding a motorcycle or taking a taxi.**

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 86th 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
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 86th 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%


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