

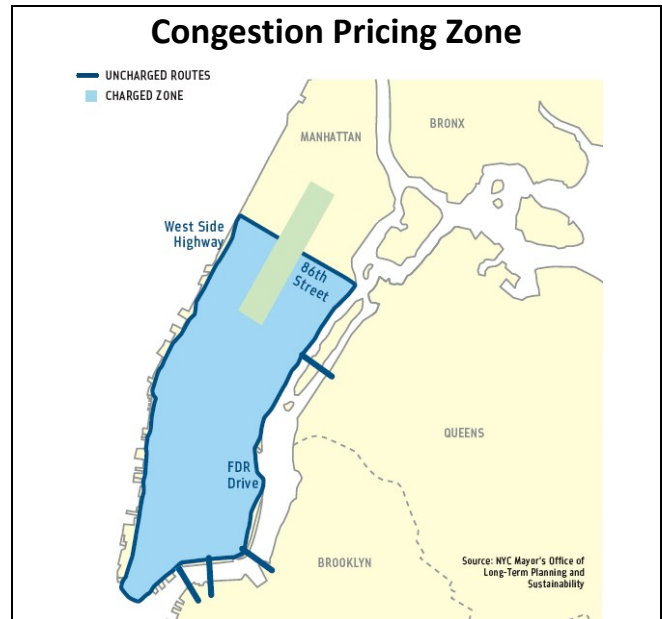
District 9
Senator Christopher Connors (R)
Assemblymembers Brian E. Rumpf (R) and Daniel Van Pelt (R)

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 0.2% 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%

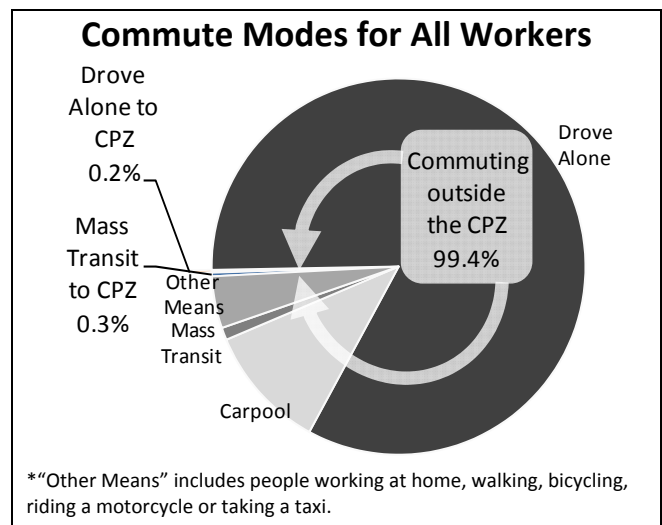
Percent driving alone to the CPZ: 0.2%

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%

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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