

Congressional District 1
Representative Timothy H. Bishop
 Democrat Representing Suffolk County

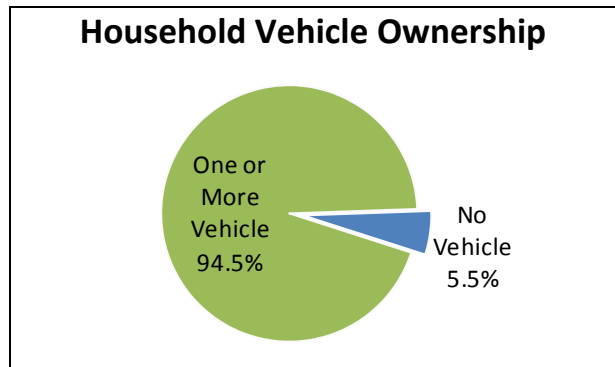
Only 0.9% of workers from Representative Timothy H. Bishop’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, 99.1% would not be affected by the charge because they don’t work in the congestion pricing zone, or do but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

Percent of households earning less than \$40,000 annually: 29.6%

Percent of households without a vehicle: 5.5%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$32,121	\$77,082



Percent commuting outside the CPZ: 96.3%

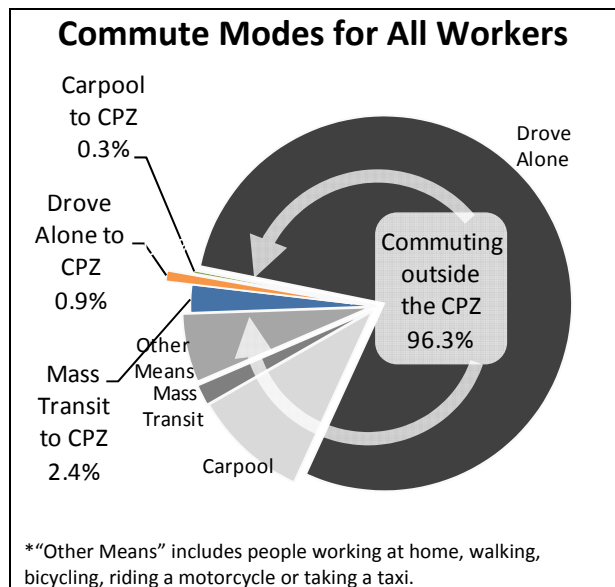
Percent commuting to the CPZ: 3.7%

Percent driving alone to the CPZ: 0.9%

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 2.4%

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



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



Congressional District 2
Representative Steve Israel
 Democrat Representing Long Island

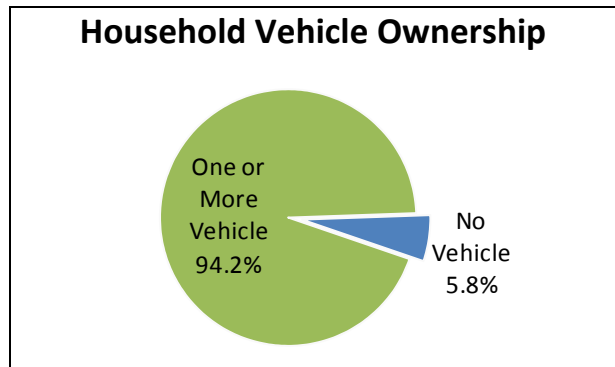
Only 1.5% of workers from Representative Steve Israel’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.5% would not be affected by the charge** because they don’t work in the congestion pricing zone, or do but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

Percent of households earning less than \$40,000 annually: 27.5%

Percent of households without a vehicle: 5.8%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$34,872	\$79,750



Percent commuting outside the CPZ: 93.1%

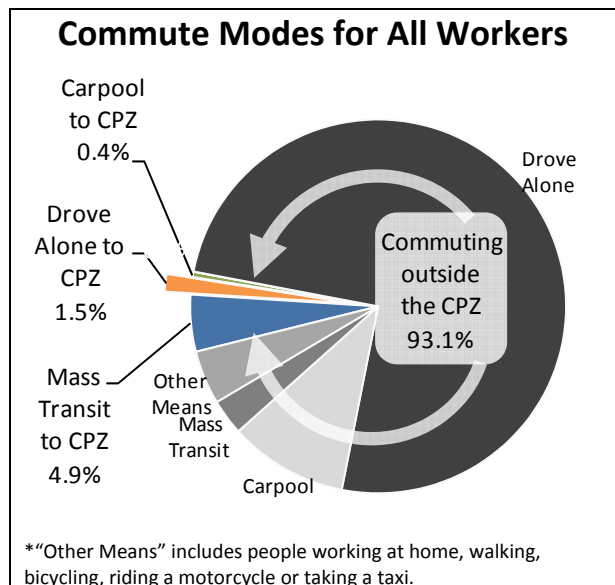
Percent commuting to the CPZ: 6.9%

Percent driving alone to the CPZ: 1.5%

Percent carpooling to the CPZ: 0.4%

Percent taking mass transit to the CPZ: 4.9%

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



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

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Congressional District 3
Representative Pete King
 Republican Representing Long Island

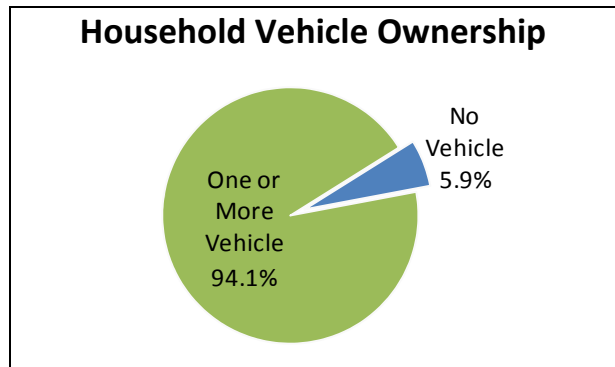
Only 2.8% of workers from Representative Pete King’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.2% would not be affected by the charge** because they don’t work in the congestion pricing zone, or do but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

Percent of households earning less than \$40,000 annually: 23.0%

Percent of households without a vehicle: 5.9%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$43,039	\$99,596



Percent commuting outside the CPZ: 86.1%

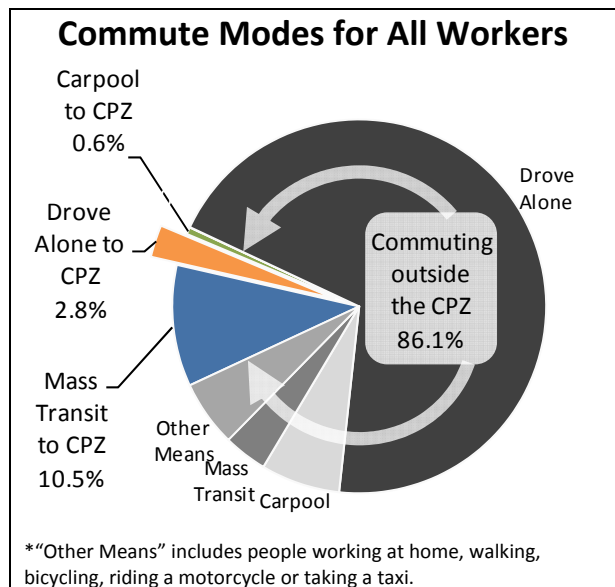
Percent commuting to the CPZ: 13.9%

Percent driving alone to the CPZ: 2.8%

Percent carpooling to the CPZ: 0.6%

Percent taking mass transit to the CPZ: 10.5%

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



Congressional District 4
Representative Carolyn McCarthy
 Democrat Representing Long Island

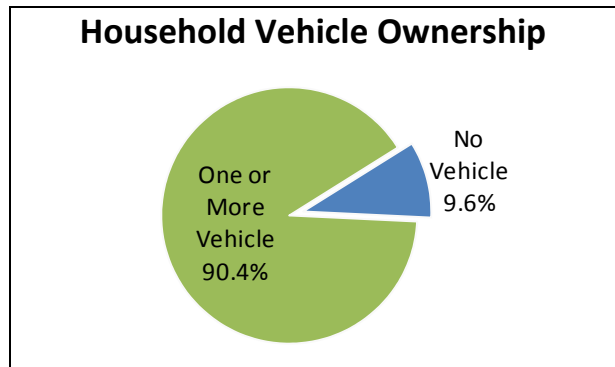
Only 3.3% of workers from Representative Carolyn McCarthy’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.7% would not be affected by the charge** because they don’t work in the congestion pricing zone, or do but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

Percent of households earning less than \$40,000 annually: 28.0%

Percent of households without a vehicle: 9.6%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$38,235	\$89,347



Percent commuting outside the CPZ: 86.2%

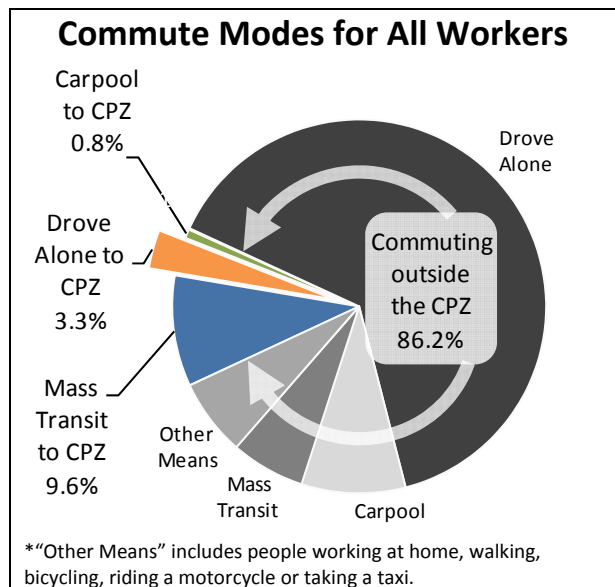
Percent commuting to the CPZ: 13.8%

Percent driving alone to the CPZ: 3.3%

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 9.6%

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.

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Congressional District 5
Representative Gary L. Ackerman
Democrat Representing Queens/Long Island

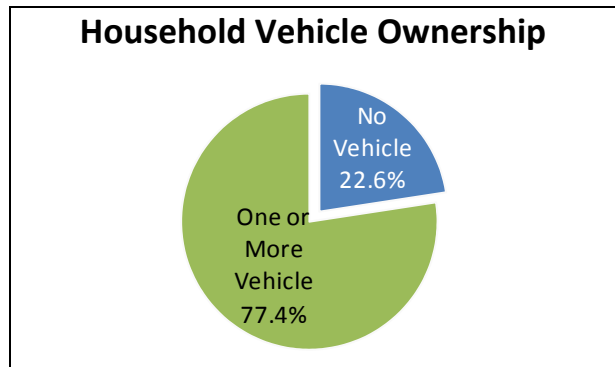
Only 4.0% of workers in Representative Gary L. Ackerman’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.0% would not be affected by the charge** because they don’t work in the congestion pricing zone, or do but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

Percent of households earning less than \$40,000 annually: 36.2%

Percent of households without a vehicle: 22.6%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$35,707	\$50,305



Percent commuting outside the CPZ: 74.8%

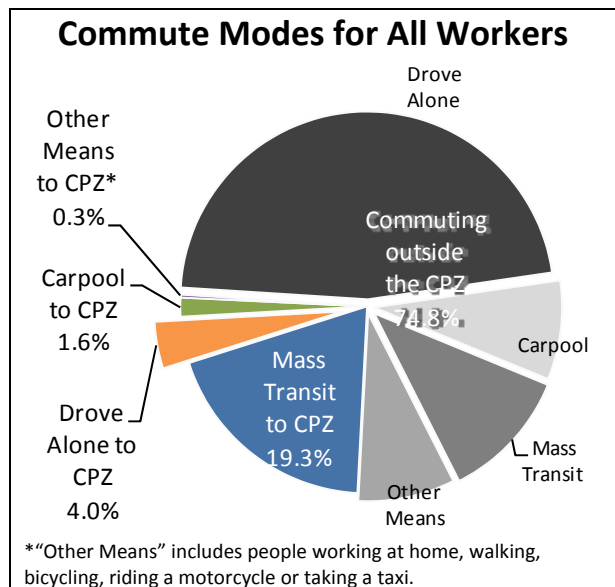
Percent commuting to the CPZ: 25.2%

Percent driving alone to the CPZ: 4.0%

Percent carpooling to the CPZ: 1.6%

Percent taking mass transit to the CPZ: 19.3%

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



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

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