Only 0.6% of workers from Assemblymember Marc Alessi’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, 99.4% 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: 35.3%

Percent of households without a vehicle: 6.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$29,077</td>
<td>$70,119</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 97.7%

Percent commuting to the CPZ: 2.3%

Percent driving alone to the CPZ: 0.6%

Percent carpooling to the CPZ: 0.2%

Percent taking mass transit to the CPZ: 1.4%

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
Only 1.0% of workers from Assemblymember Fred Thiele’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, 99.0% 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: 35.1%
Percent of households without a vehicle: 4.8%
Average annual household income:
- Households without a vehicle: $32,579
- Households with a vehicle: $74,216

Percent commuting outside the CPZ: 96.9%
Percent commuting to the CPZ: 3.1%
- Percent driving alone to the CPZ: 1.0%
- Percent carpooling to the CPZ: 0.4%
- Percent taking mass transit to the CPZ: 1.4%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.3%

Only 0.8% of workers from Assemblymember Patricia Eddington’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, 99.2% 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: 30.2%

Percent of households without a vehicle: 7.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$29,612</td>
<td>$70,016</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 96.2%

Percent commuting to the CPZ: 3.8%

Percent driving alone to the CPZ: 0.8%

Percent carpooling to the CPZ: 0.2%

Percent taking mass transit to the CPZ: 2.7%

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
Only 0.9% of workers from Assemblymember Steven Englebright’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: 22.7%

Percent of households without a vehicle: 3.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$42,033</td>
<td>$86,589</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 96.2%

Percent commuting to the CPZ: 3.8%

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

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 2.6%

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


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 1.1% of workers from Assemblymember Ginny Fields’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, 98.9% 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: 24.9%

Percent of households without a vehicle: 4.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$30,482</td>
<td>$79,723</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 94.4%

Percent commuting to the CPZ: 5.6%

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

Percent carpooling to the CPZ: 0.3%

Percent taking mass transit to the CPZ: 4.2%

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.

Only 1.4% of workers from Assemblymember Philip Ramos’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, 98.6% 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: 31.7%

Percent of households without a vehicle: 7.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34,032</td>
<td>$68,013</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 95.0%

Percent commuting to the CPZ: 5.0%

Percent driving alone to the CPZ: 1.4%

Percent carpooling to the CPZ: 0.6%

Percent taking mass transit to the CPZ: 3.0%

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


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 1.8% of workers from Assemblymember Michael J. Fitzpatrick’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, 98.2% 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: 20.6%

Percent of households without a vehicle: 4.3%

Average annual household income:

<table>
<thead>
<tr>
<th></th>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$36,965</td>
<td>$94,107</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 93.4%

Percent commuting to the CPZ: 6.6%

- **Percent driving alone to the CPZ:** 1.8%
- Percent carpooling to the CPZ: 0.5%
- Percent taking mass transit to the CPZ: 4.3%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%

Only 1.4% of workers from Assemblymember Philip Boyle’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, 98.6% 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: 26.8%

Percent of households without a vehicle: 6.1%

Average annual household income:
- Households without a vehicle: $35,489
- Households with a vehicle: $80,882

Percent commuting outside the CPZ: 92.8%

Percent commuting to the CPZ: 7.2%
- Percent driving alone to the CPZ: 1.4%
- Percent carpooling to the CPZ: 0.4%
- Percent taking mass transit to the CPZ: 5.3%
- 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
Only 1.6% of workers from Assemblymember Andrew Raia’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, 98.4% 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: 21.5%

Percent of households without a vehicle: 4.1%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$38,702</td>
<td>$98,094</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 90.9%

Percent commuting to the CPZ: 9.1%

Percent driving alone to the CPZ: 1.6%

Percent carpooling to the CPZ: 0.4%

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%

**Assembly District 10**

**Assemblymember James Conte**

Republican Representing Huntington Station

Only 1.9% of workers from Assemblymember James Conte’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, **98.1% 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).

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**Percent of households earning less than $40,000 annually: 23.8%**

**Percent of households without a vehicle: 5.1%**

**Average annual household income:**

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$45,565</td>
<td>$102,879</td>
</tr>
</tbody>
</table>

---

**Percent commuting outside the CPZ: 89.1%**

**Percent commuting to the CPZ: 10.9%**

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

**Percent carpooling to the CPZ: 0.4%**

**Percent taking mass transit to the CPZ: 8.5%**

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

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

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Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 1.6% of workers from Assemblymember Robert Sweeney’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, 98.4% 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: 32.8%

Percent of households without a vehicle: 7.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34,757</td>
<td>$70,026</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 92.6%

Percent commuting to the CPZ: 7.4%

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

Percent carpooling to the CPZ: 0.5%

Percent taking mass transit to the CPZ: 5.3%

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.

Only 2.6% of workers from Assemblymember Joseph Saladino’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, 97.4% 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: 21.9%

Percent of households without a vehicle: 4.5%

Average annual household income:
Households without a vehicle: $48,255
Households with a vehicle: $86,746

Percent commuting outside the CPZ: 88.4%

Percent commuting to the CPZ: 11.6%
Percent driving alone to the CPZ: 2.6%
Percent carpooling to the CPZ: 0.5%
Percent taking mass transit to the CPZ: 8.5%
Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%

Only 2.9% of workers from Assemblymember Charles Lavine’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, 97.1% 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: 22.8%

Percent of households without a vehicle: 5.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$42,721</td>
<td>$111,468</td>
</tr>
</tbody>
</table>

Only 3.3% of workers from Assemblymember Robert Barra’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: 27.9%

Percent of households without a vehicle: 9.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>$33,084</td>
<td>$89,258</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 82.8%

Percent commuting to the CPZ: 17.2%

Percent driving alone to the CPZ: 3.3%

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 13.0%

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
Assembly District 15
Assemblymember Robert Walker
Republican Representing Hicksville

Only 3.1% of workers from Assemblymember Robert Walker’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, 96.9% 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: 22.4%

Percent of households without a vehicle: 5.7%

Average annual household income:
Households without a vehicle: $46,548
Households with a vehicle: $113,627

Percent commuting outside the CPZ: 87.8%

Percent commuting to the CPZ: 12.2%

Percent driving alone to the CPZ: 3.1%

Percent carpooling to the CPZ: 0.6%

Percent taking mass transit to the CPZ: 8.4%

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
Only 5.0% of workers from Assemblymember Michelle Schimel’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, 95.0% 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: 20.5%

Percent of households without a vehicle: 6.6%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$52,114</td>
<td>$145,417</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 76.4%

Percent commuting to the CPZ: 23.6%

Percent driving alone to the CPZ: 5.0%

Percent carpooling to the CPZ: 1.6%

Percent taking mass transit to the CPZ: 16.9%

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.**


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.7% of workers from Assemblymember Thomas McKevitt’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, 97.3% 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: 23.1%

Percent of households without a vehicle: 6.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$52,118</td>
<td>$97,819</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 85.9%

Percent commuting to the CPZ: 14.1%

Percent driving alone to the CPZ: 2.7%

Percent carpooling to the CPZ: 0.7%

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: 0.1%

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


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.1% of workers from Assemblymember Earlene Hill Hooper’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, 97.9% 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: 16.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$32,035</td>
<td>$75,769</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 91.2%

Percent commuting to the CPZ: 8.8%
  
  Percent driving alone to the CPZ: 2.1%
  
  Percent carpooling to the CPZ: 0.7%
  
  Percent taking mass transit to the CPZ: 5.9%
  
  Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.1%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.5% of workers from Assemblymember David McDonough’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, 97.5% 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: 21.7%

Percent of households without a vehicle: 5.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$49,104</td>
<td>$90,043</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 86.6%
Percent commuting to the CPZ: 13.4%

**Percent driving alone to the CPZ: 2.5%**

Percent carpooling to the CPZ: 0.5%
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%

Only 3.4% of workers from Assemblymember Harvey Weisenberg’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, 96.6% 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: 28.9%

Percent of households without a vehicle: 10.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$35,821</td>
<td>$98,034</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 83.8%

Percent commuting to the CPZ: 16.2%

Percent driving alone to the CPZ: 3.4%

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 12.0%

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.

Only 4.7% of workers from Assemblymember Thomas Alfano’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, 95.3% 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: 26.4%

Percent of households without a vehicle: 7.7%

Average annual household income:
- Households without a vehicle: $34,958
- Households with a vehicle: $82,106

Percent commuting outside the CPZ: 83.2%
Percent commuting to the CPZ: 16.8%
- Percent driving alone to the CPZ: 4.7%
- Percent carpooling to the CPZ: 1.0%
- Percent taking mass transit to the CPZ: 11.0%
- 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.**