

Assembly District 1

Assemblymember Marc Alessi

Democrat Representing Wading River

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).

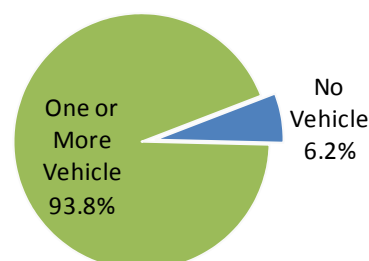
Percent of households earning less than \$40,000 annually: 35.3%

Percent of households without a vehicle: 6.2%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$29,077	\$70,119

Household Vehicle Ownership



Percent commuting outside the CPZ: 97.7%

Percent commuting to the CPZ: 2.3%

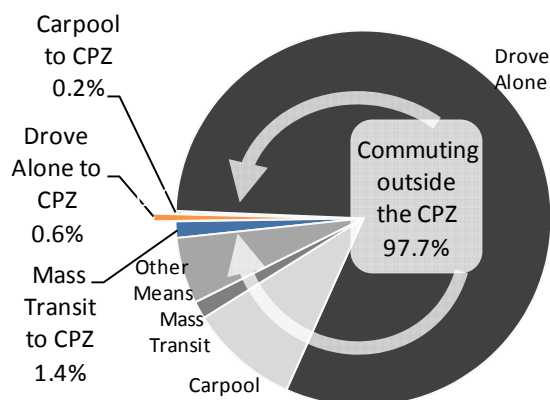
Percent driving alone to the CPZ: 0.6%

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%

Commute Modes for All Workers



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

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



Assembly District 2

Assemblymember Fred Thiele

Republican Representing Sag Harbor

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).

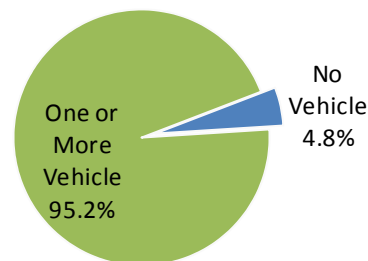
Percent of households earning less than \$40,000 annually: 35.1%

Percent of households without a vehicle: 4.8%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$32,579	\$74,216

Household Vehicle Ownership



Percent commuting outside the CPZ: 96.9%

Percent commuting to the CPZ: 3.1%

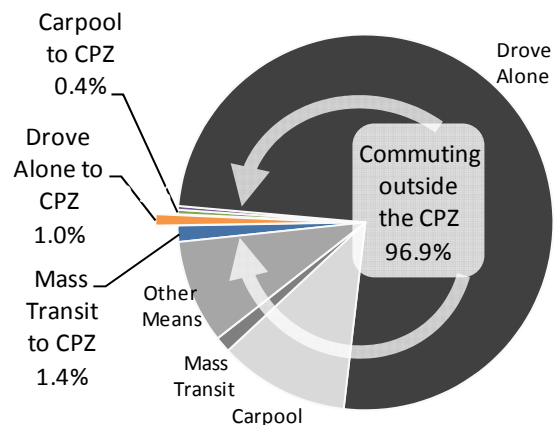
Percent driving alone to the CPZ: 1.0%

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%

Commute Modes for All Workers



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

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



Assembly District 3

Assemblymember Patricia Eddington

Working Families Representing Patchogue

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).

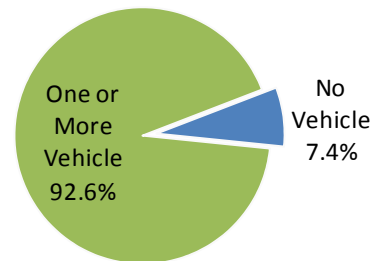
Percent of households earning less than \$40,000 annually: 30.2%

Percent of households without a vehicle: 7.4%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$29,612	\$70,016

Household Vehicle Ownership



Percent commuting outside the CPZ: 96.2%

Percent commuting to the CPZ: 3.8%

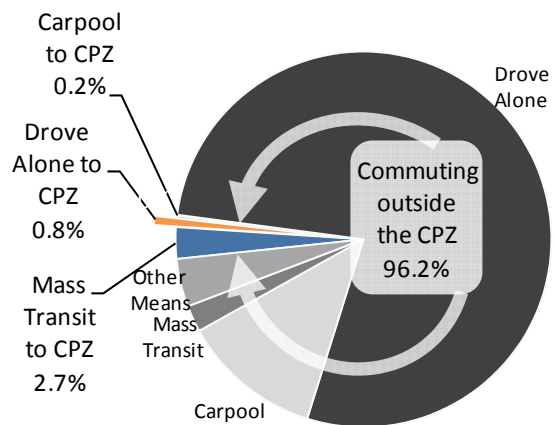
Percent driving alone to the CPZ: 0.8%

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%

Commute Modes for All Workers



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

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

Assembly District 4

Assemblymember Steven Englebright

Democrat Representing Setauket

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).

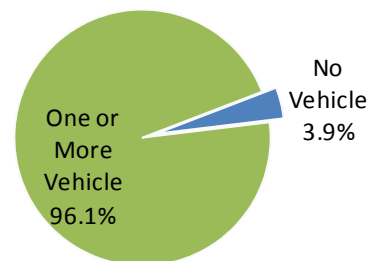
Percent of households earning less than \$40,000 annually: 22.7%

Percent of households without a vehicle: 3.9%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$42,033	\$86,589

Household Vehicle Ownership



Percent commuting outside the CPZ: 96.2%

Percent commuting to the CPZ: 3.8%

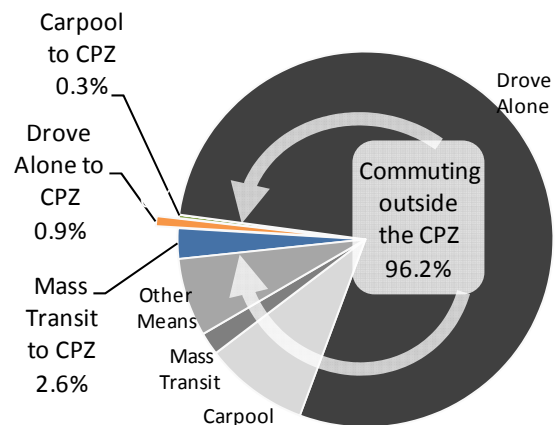
Percent driving alone to the CPZ: 0.9%

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%

Commute Modes for All Workers



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

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



Assembly District 5

Assemblymember Ginny Fields

Democrat Representing Oakdale

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).

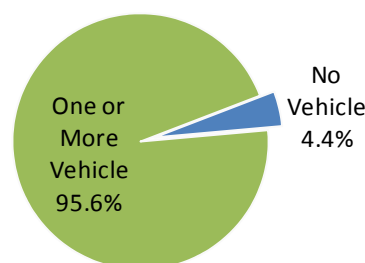
Percent of households earning less than \$40,000 annually: 24.9%

Percent of households without a vehicle: 4.4%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$30,482	\$79,723

Household Vehicle Ownership



Percent commuting outside the CPZ: 94.4%

Percent commuting to the CPZ: 5.6%

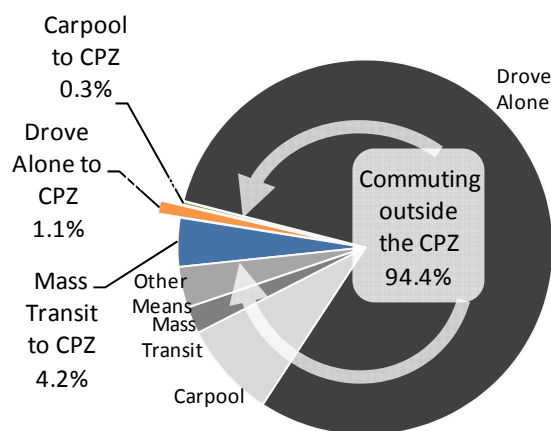
Percent driving alone to the CPZ: 1.1%

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%

Commute Modes for All Workers



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

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

Assembly District 6

Assemblymember Philip Ramos

Democrat Representing Brentwood

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).

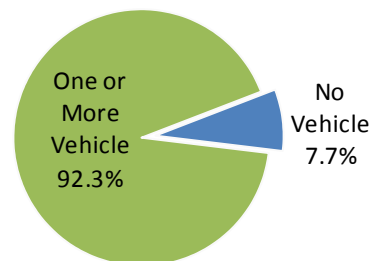
Percent of households earning less than \$40,000 annually: 31.7%

Percent of households without a vehicle: 7.7%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$34,032	\$68,013

Household Vehicle Ownership



Percent commuting outside the CPZ: 95.0%

Percent commuting to the CPZ: 5.0%

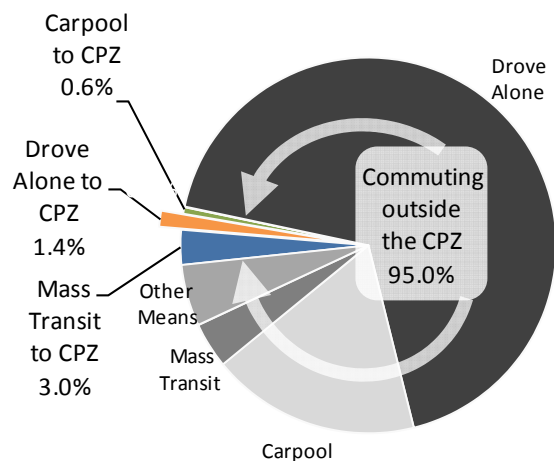
Percent driving alone to the CPZ: 1.4%

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%

Commute Modes for All Workers



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

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



Assembly District 7

Assemblymember Michael J. Fitzpatrick

Republican Representing Smithtown

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).

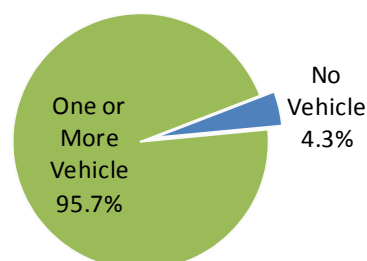
Percent of households earning less than \$40,000 annually: 20.6%

Percent of households without a vehicle: 4.3%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$36,965	\$94,107

Household Vehicle Ownership



Percent commuting outside the CPZ: 93.4%

Percent commuting to the CPZ: 6.6%

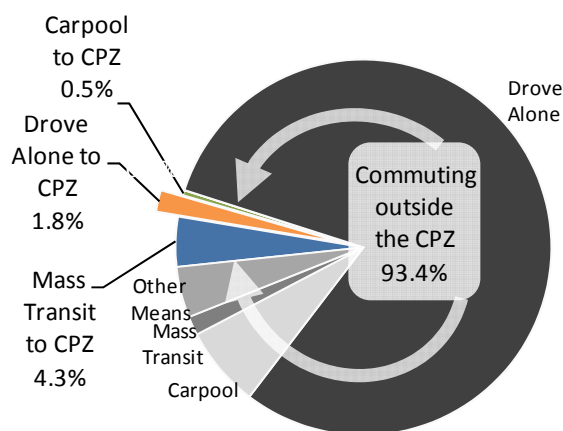
Percent driving alone to the CPZ: 1.8%

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%

Commute Modes for All Workers



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

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



Assembly District 8
Assemblymember Philip Boyle
Republican Representing Bay Shore

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).

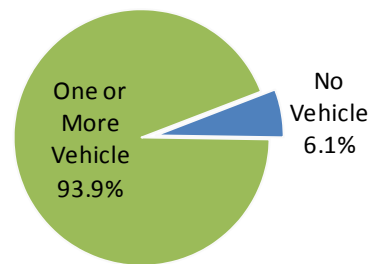
Percent of households earning less than \$40,000 annually: 26.8%

Percent of households without a vehicle: 6.1%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$35,489	\$80,882

Household Vehicle Ownership



Percent commuting outside the CPZ: 92.8%

Percent commuting to the CPZ: 7.2%

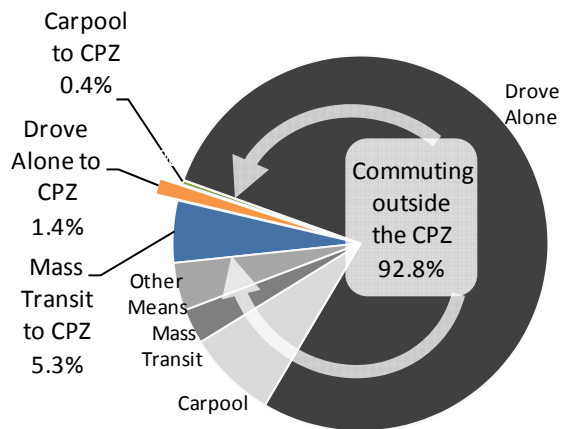
Percent driving alone to the CPZ: 1.4%

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%

Commute Modes for All Workers



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

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

Assembly District 9

Assemblymember Andrew Raia

Republican Representing East Northport

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).

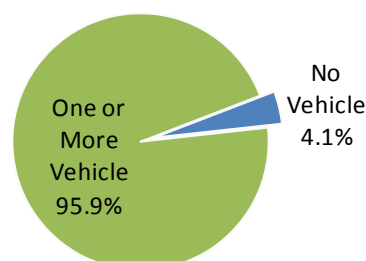
Percent of households earning less than \$40,000 annually: 21.5%

Percent of households without a vehicle: 4.1%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$38,702	\$98,094

Household Vehicle Ownership



Percent commuting outside the CPZ: 90.9%

Percent commuting to the CPZ: 9.1%

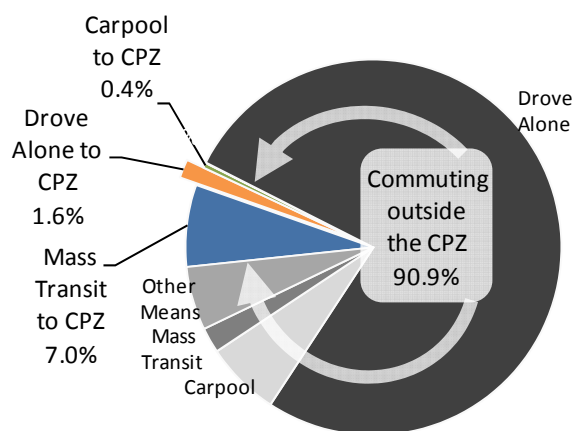
Percent driving alone to the CPZ: 1.6%

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%

Commute Modes for All Workers



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

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



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).

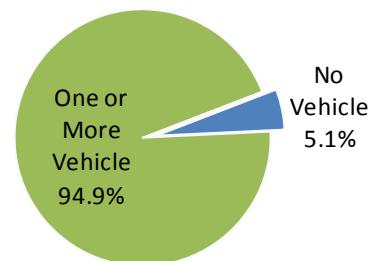
Percent of households earning less than \$40,000 annually: 23.8%

Percent of households without a vehicle: 5.1%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$45,565	\$102,879

Household Vehicle Ownership



Percent commuting outside the CPZ: 89.1%

Percent commuting to the CPZ: 10.9%

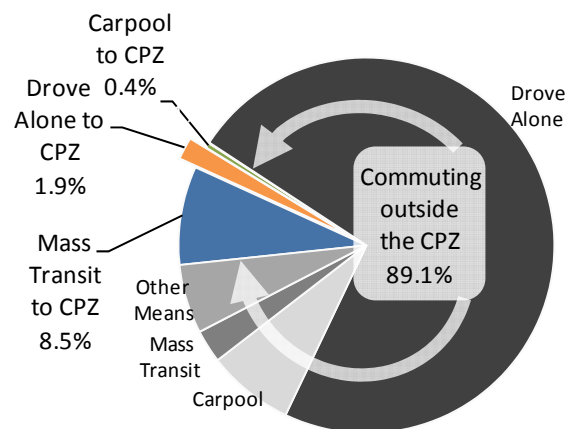
Percent driving alone to the CPZ: 1.9%

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%

Commute Modes for All Workers



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

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



Assembly District 11
Assemblymember Robert Sweeney
Democrat Representing Lindenhurst

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).

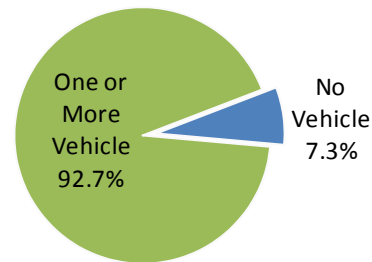
Percent of households earning less than \$40,000 annually: 32.8%

Percent of households without a vehicle: 7.3%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$34,757	\$70,026

Household Vehicle Ownership



Percent commuting outside the CPZ: 92.6%

Percent commuting to the CPZ: 7.4%

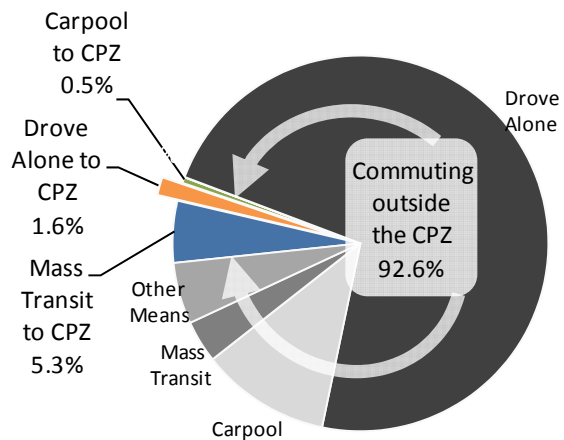
Percent driving alone to the CPZ: 1.6%

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%

Commute Modes for All Workers



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

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

Assembly District 12

Assemblymember Joseph Saladino

Republican Representing Massapequa

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).

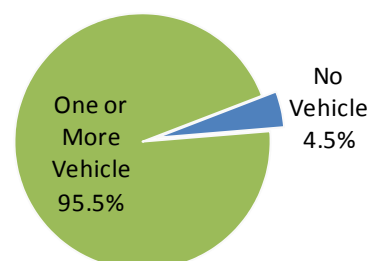
Percent of households earning less than \$40,000 annually: 21.9%

Percent of households without a vehicle: 4.5%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$48,255	\$86,746

Household Vehicle Ownership



Percent commuting outside the CPZ: 88.4%

Percent commuting to the CPZ: 11.6%

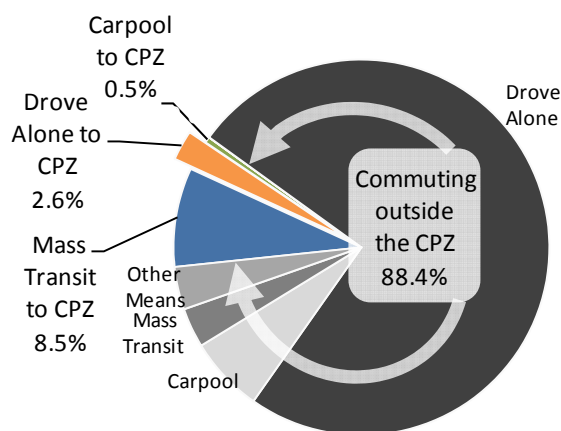
Percent driving alone to the CPZ: 2.6%

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%

Commute Modes for All Workers



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

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

Assembly District 13
Assemblymember Charles Lavine
Democrat Representing Glen Cove

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).

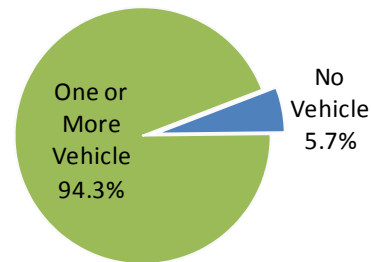
Percent of households earning less than \$40,000 annually: 22.8%

Percent of households without a vehicle: 5.7%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$42,721	\$111,468

Household Vehicle Ownership



Percent commuting outside the CPZ: 87.5%

Percent commuting to the CPZ: 12.5%

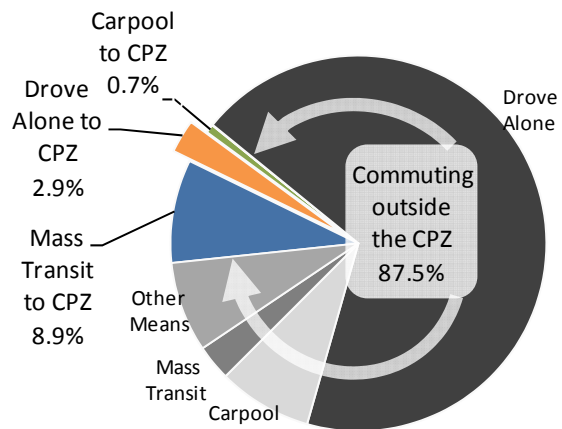
Percent driving alone to the CPZ: 2.9%

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 8.9%

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

Commute Modes for All Workers



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

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

Assembly District 14

Assemblymember Robert Barra

Republican Representing Lynbrook

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).

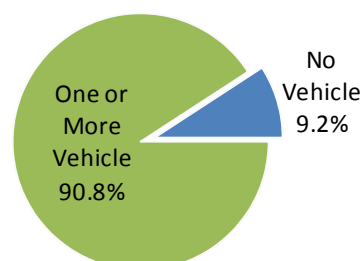
Percent of households earning less than \$40,000 annually: 27.9%

Percent of households without a vehicle: 9.2%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$33,084	\$89,258

Household Vehicle Ownership



Percent commuting outside the CPZ: 82.8%

Percent commuting to the CPZ: 17.2%

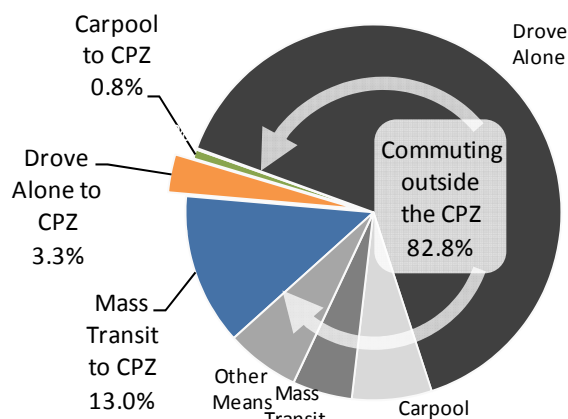
Percent driving alone to the CPZ: 3.3%

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%

Commute Modes for All Workers



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

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



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).

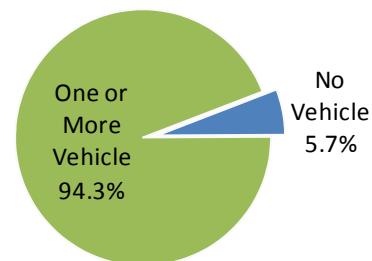
Percent of households earning less than \$40,000 annually: 22.4%

Percent of households without a vehicle: 5.7%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$46,548	\$113,627

Household Vehicle Ownership



Percent commuting outside the CPZ: 87.8%

Percent commuting to the CPZ: 12.2%

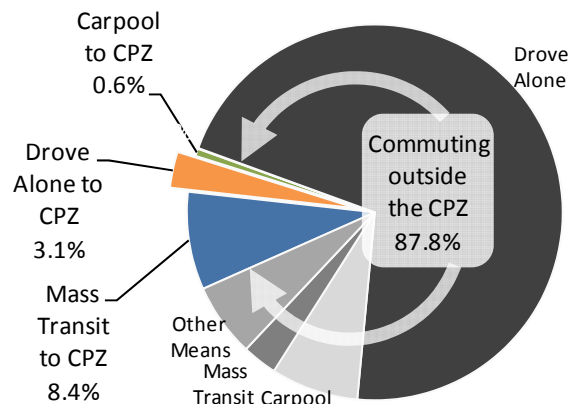
Percent driving alone to the CPZ: 3.1%

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%

Commute Modes for All Workers



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

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

Assembly District 16

Assemblymember Michelle Schimel

Democrat Representing Great Neck

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).

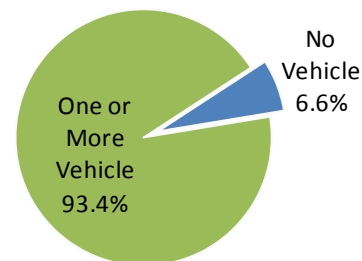
Percent of households earning less than \$40,000 annually: 20.5%

Percent of households without a vehicle: 6.6%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$52,114	\$145,417

Household Vehicle Ownership



Percent commuting outside the CPZ: 76.4%

Percent commuting to the CPZ: 23.6%

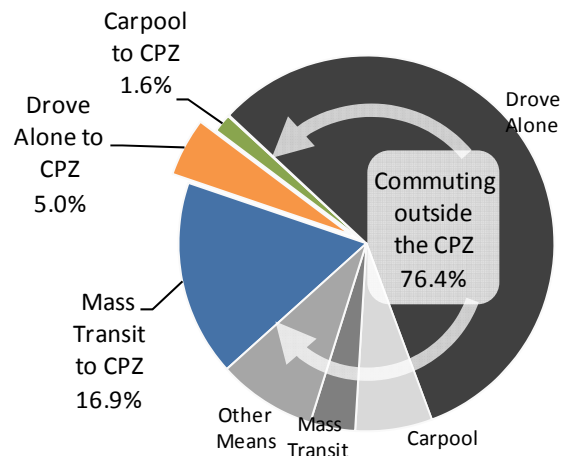
Percent driving alone to the CPZ: 5.0%

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%

Commute Modes for All Workers



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

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



Assembly District 17

Assemblymember Thomas McKeivitt

Republican Representing East Meadow

Only 2.7% of workers from Assemblymember Thomas McKeivitt'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).

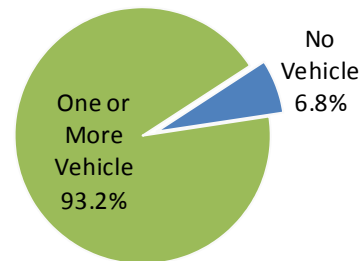
Percent of households earning less than \$40,000 annually: 23.1%

Percent of households without a vehicle: 6.8%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$52,118	\$97,819

Household Vehicle Ownership



Percent commuting outside the CPZ: 85.9%

Percent commuting to the CPZ: 14.1%

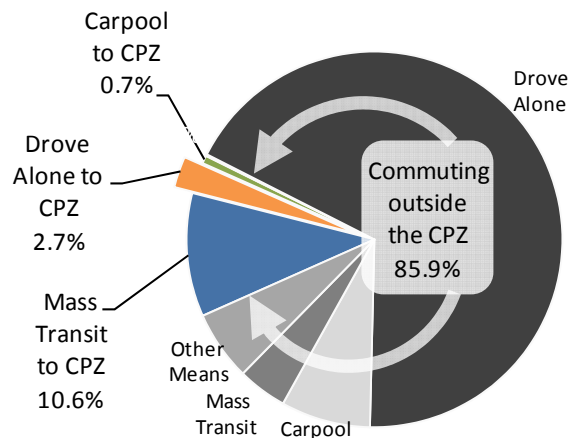
Percent driving alone to the CPZ: 2.7%

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%

Commute Modes for All Workers



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

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



Assembly District 18
Assemblymember Earlene Hill Hooper
Democrat Representing Hempstead

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).

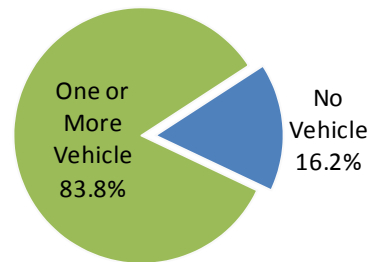
Percent of households earning less than \$40,000 annually: 36.2%

Percent of households without a vehicle: 16.2%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$32,035	\$75,769

Household Vehicle Ownership



Percent commuting outside the CPZ: 91.2%

Percent commuting to the CPZ: 8.8%

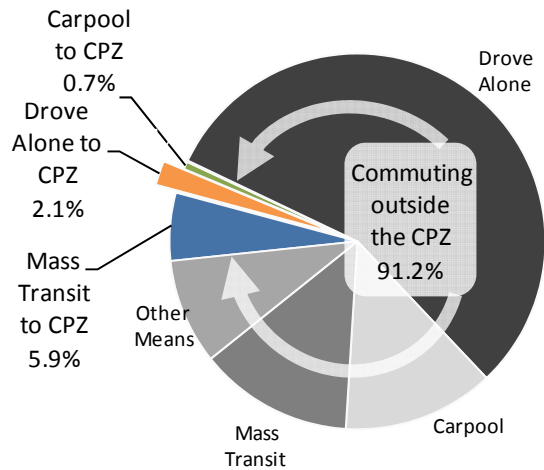
Percent driving alone to the CPZ: 2.1%

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%

Commute Modes for All Workers



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

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

Assembly District 19
Assemblymember David McDonough
Republican Representing Merrick

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).

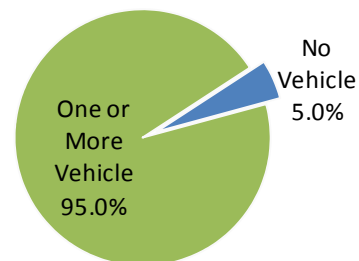
Percent of households earning less than \$40,000 annually: 21.7%

Percent of households without a vehicle: 5.0%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$49,104	\$90,043

Household Vehicle Ownership



Percent commuting outside the CPZ: 86.6%

Percent commuting to the CPZ: 13.4%

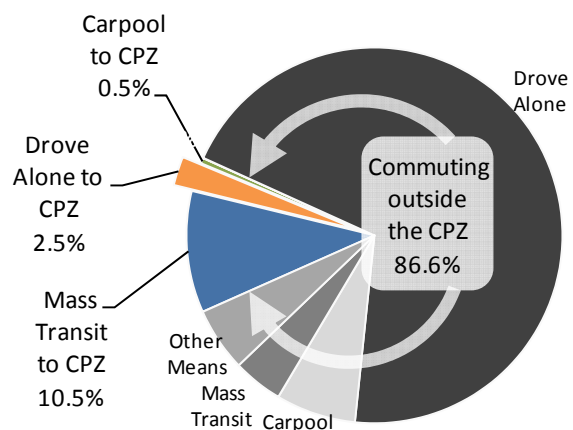
Percent driving alone to the CPZ: 2.5%

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%

Commute Modes for All Workers



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

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

Assembly District 20
Assemblymember Harvey Weisenberg
Democrat Representing Long Beach

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).

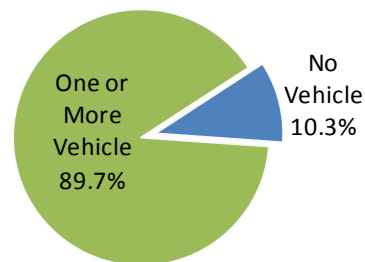
Percent of households earning less than \$40,000 annually: 28.9%

Percent of households without a vehicle: 10.3%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$35,821	\$98,034

Household Vehicle Ownership



Percent commuting outside the CPZ: 83.8%

Percent commuting to the CPZ: 16.2%

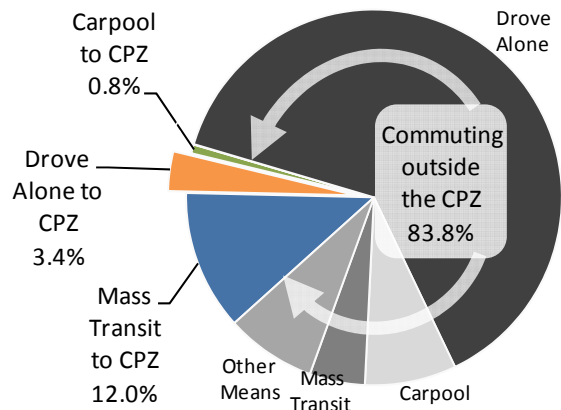
Percent driving alone to the CPZ: 3.4%

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%

Commute Modes for All Workers



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

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

Assembly District 21

Assemblymember Thomas Alfano

Republican Representing North Valley Stream

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).

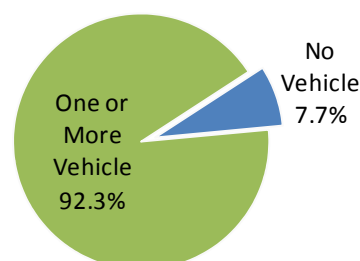
Percent of households earning less than \$40,000 annually: 26.4%

Percent of households without a vehicle: 7.7%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$34,958	\$82,106

Household Vehicle Ownership



Percent commuting outside the CPZ: 83.2%

Percent commuting to the CPZ: 16.8%

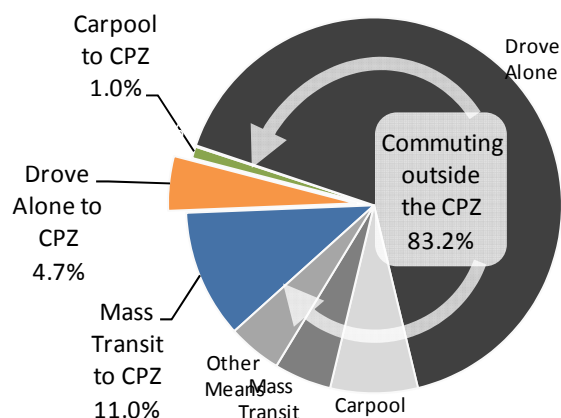
Percent driving alone to the CPZ: 4.7%

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%

Commute Modes for All Workers



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

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

