

**State Senate District 1**  
**Senator Kenneth P. LaValle**  
 Republican/Conservative/Independent Representing Port Jefferson

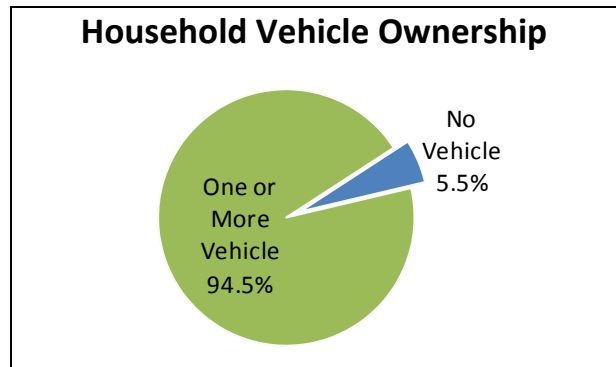
Only 0.8% of workers from Senator Kenneth P. LaValle’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, 99.2% would not be affected by the charge because they don’t work in the congestion 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: 33.3%

Percent of households without a vehicle: 5.5%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$33,809	\$73,319



Percent commuting outside the CPZ: 97.0%

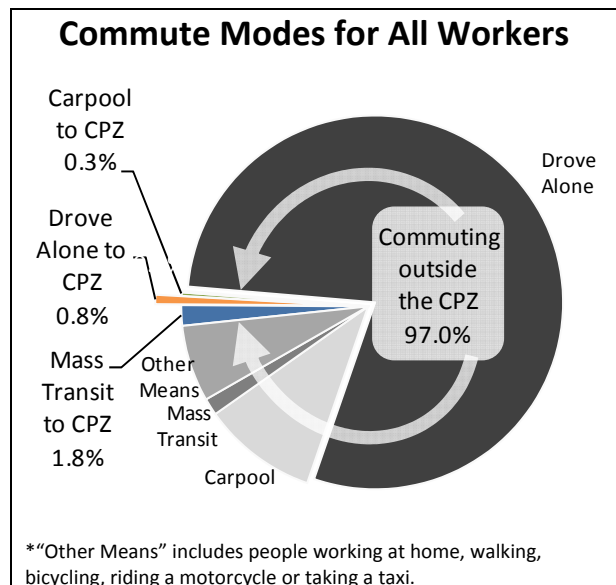
Percent commuting to the CPZ: 3.0%

**Percent driving alone to the CPZ: 0.8%**

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: 0.1%



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



State Senate District 2  
**Senator John J. Flanagan**  
 Republican Representing Northport

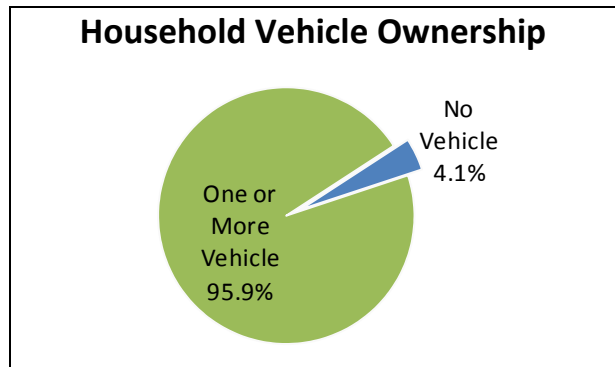
Only 1.4% of workers from Senator John J. Flanagan’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **98.6% would not be affected by the charge** because they don’t work in the congestion 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: **21.1%**

Percent of households without a vehicle: **4.1%**

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
<b>\$34,809</b>	<b>\$94,830</b>



Percent commuting outside the CPZ: **93.8%**

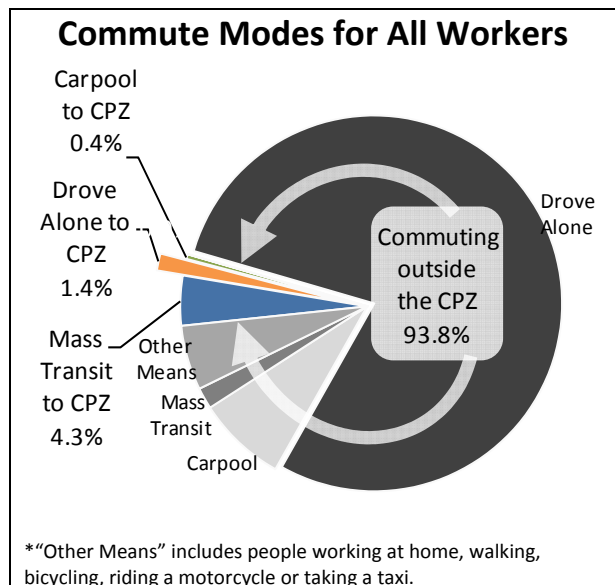
Percent commuting to the CPZ: **6.2%**

**Percent driving alone to the CPZ: 1.4%**

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

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%**



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



State Senate District 3  
**Senator Caesar Trunzo**  
 Republican Representing Brentwood

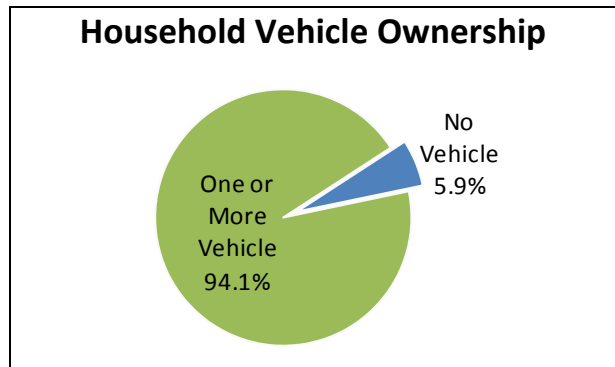
Only 1.2% of workers from Senator Caesar Trunzo’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **98.8% would not be affected by the charge** because they don’t work in the congestion 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: 27.8%

Percent of households without a vehicle: 5.9%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$32,226	\$74,885



Percent commuting outside the CPZ: 95.1%

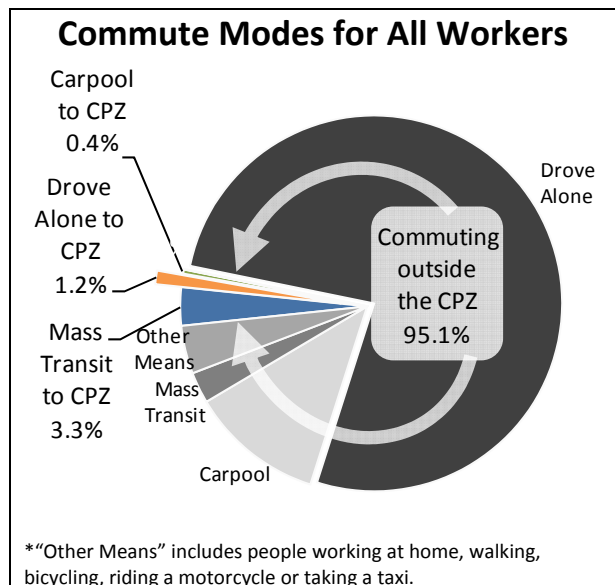
Percent commuting to the CPZ: 4.9%

**Percent driving alone to the CPZ: 1.2%**

Percent carpooling to the CPZ: 0.4%

Percent taking mass transit to the CPZ: 3.3%

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



State Senate District 4  
**Senator Owen H. Johnson**  
 Republican Representing Babylon

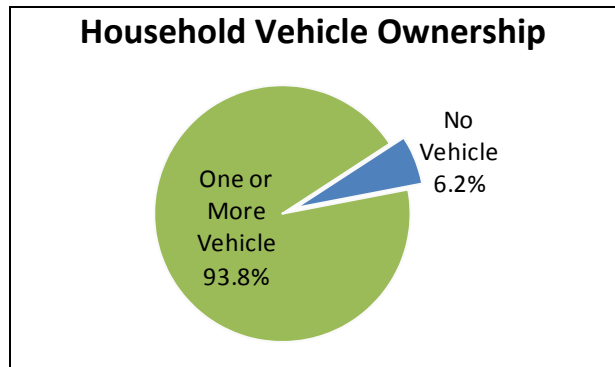
Only 1.5% of workers from Senator Owen H. Johnson’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **98.5% would not be affected by the charge** because they don’t work in the congestion 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: **28.8%**

Percent of households without a vehicle: **6.2%**

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
<b>\$34,245</b>	<b>\$75,809</b>



Percent commuting outside the CPZ: **92.9%**

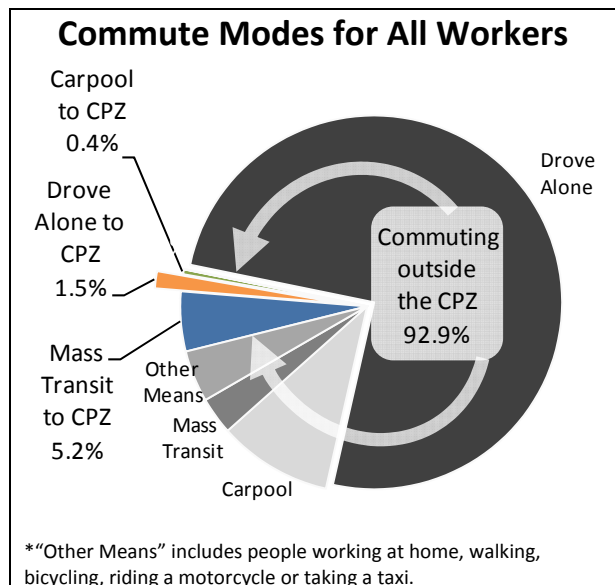
Percent commuting to the CPZ: **7.1%**

**Percent driving alone to the CPZ: 1.5%**

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

Percent taking mass transit to the CPZ: **5.2%**

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



State Senate District 5  
**Senator Carl L. Marcellino**  
 Republican Representing Syosset

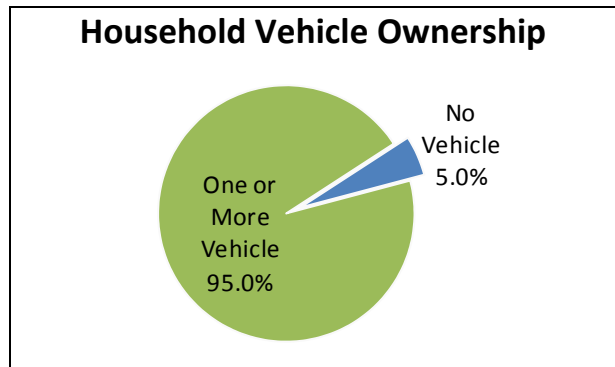
Only 2.5% of workers from Senator Carl L. Marcellino’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **97.5% would not be affected by the charge** because they don’t work in the congestion 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: **22.7%**

Percent of households without a vehicle: **5.0%**

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
<b>\$44,670</b>	<b>\$112,984</b>



Percent commuting outside the CPZ: **88.3%**

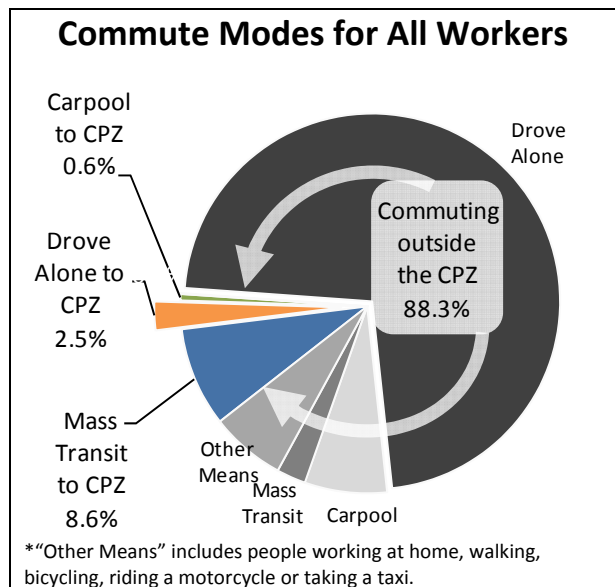
Percent commuting to the CPZ: **11.7%**

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

Percent carpooling to the CPZ: **0.6%**

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%**



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



**State Senate District 6**  
**Senator Kemp Hannon**  
 Republican/Conservative/Independent Representing Garden City

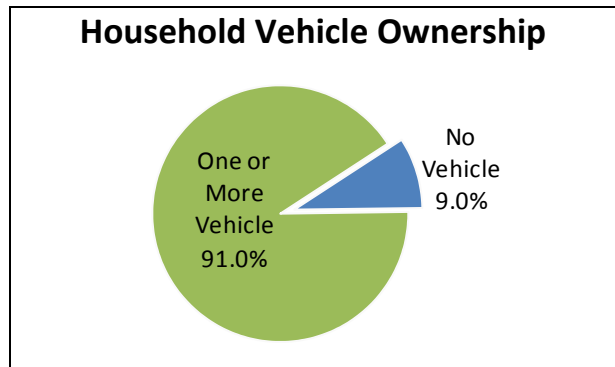
Only 2.4% of workers from Senator Kemp Hannon’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **97.6% would not be affected by the charge** because they don’t work in the congestion 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: 26.2%

Percent of households without a vehicle: 9.0%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$39,017	\$88,126



Percent commuting outside the CPZ: 89.2%

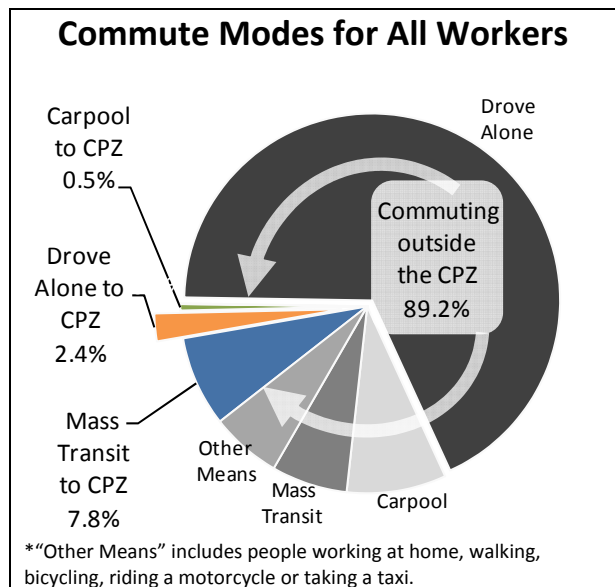
Percent commuting to the CPZ: 10.8%

**Percent driving alone to the CPZ: 2.4%**

Percent carpooling to the CPZ: 0.5%

Percent taking mass transit to the CPZ: 7.8%

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



State Senate District 7  
**Senator Craig M. Johnson**  
 Democrat Representing Port Washington

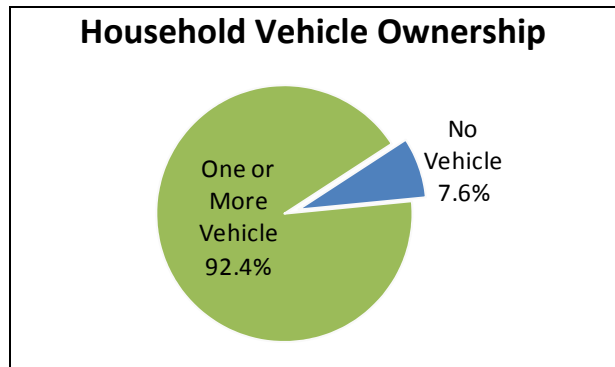
Only 4.4% of workers from Senator Craig M. Johnson’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **95.6% would not be affected by the charge** because they don’t work in the congestion 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: **24.2%**

Percent of households without a vehicle: **7.6%**

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$45,893	\$113,011



Percent commuting outside the CPZ: **81.5%**

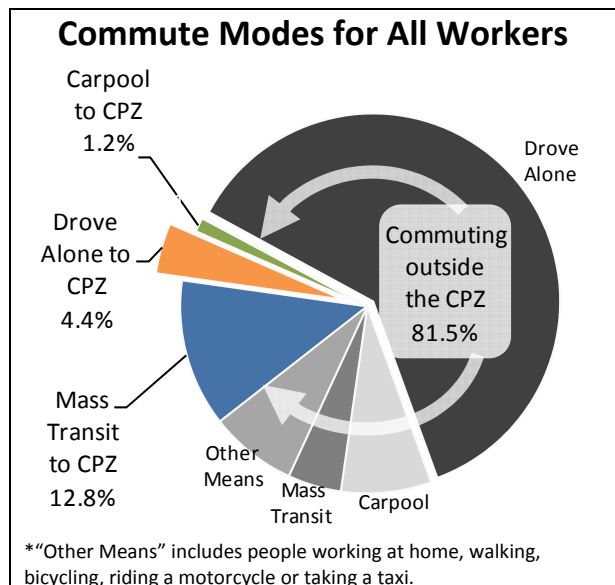
Percent commuting to the CPZ: **18.5%**

**Percent driving alone to the CPZ: 4.4%**

Percent carpooling to the CPZ: **1.2%**

Percent taking mass transit to the CPZ: **12.8%**

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



State Senate District 8  
**Senator Charles J. Fuschillo, Jr.**  
 Republican Representing Merrick

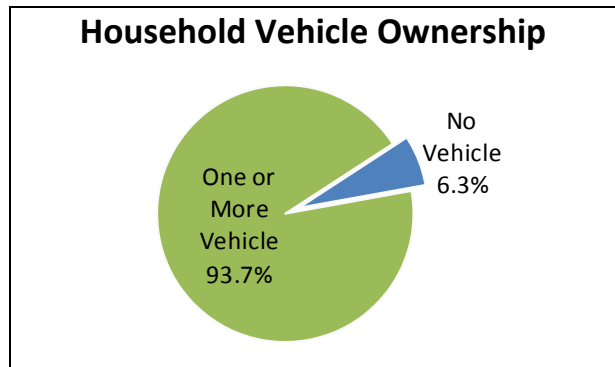
Only 2.2% of workers from Senator Charles J. Fuschillo, Jr.'s district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **97.8% would not be affected by the charge** because they don't work in 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: 25.0%

Percent of households without a vehicle: 6.3%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$40,848	\$86,831



Percent commuting outside the CPZ: 88.0%

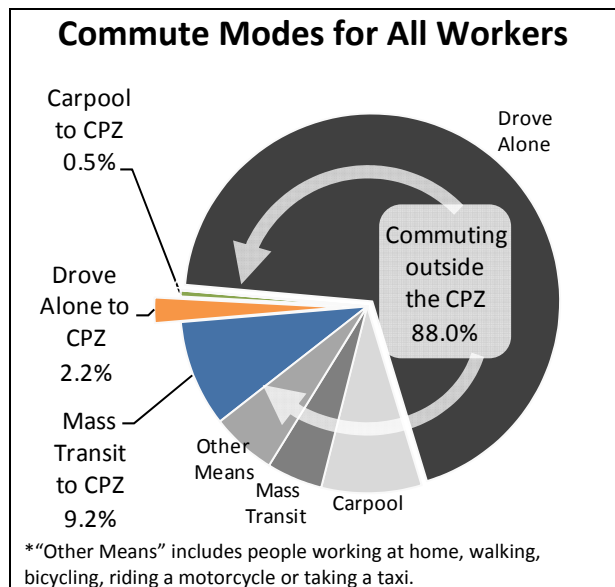
Percent commuting to the CPZ: 12.0%

**Percent driving alone to the CPZ: 2.2%**

Percent carpooling to the CPZ: 0.5%

Percent taking mass transit to the CPZ: 9.2%

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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**State Senate District 9**  
**Senator Dean G. Skelos**  
 Republican Representing Rockville Centre

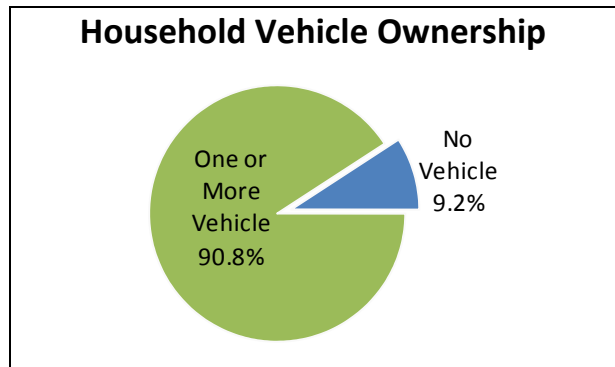
Only 3.6% of workers from Senator Dean G. Skelos’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **96.4% would not be affected by the charge** because they don’t work in the congestion 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: 27.6%

Percent of households without a vehicle: 9.2%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$34,943	\$92,485



Percent commuting outside the CPZ: 83.2%

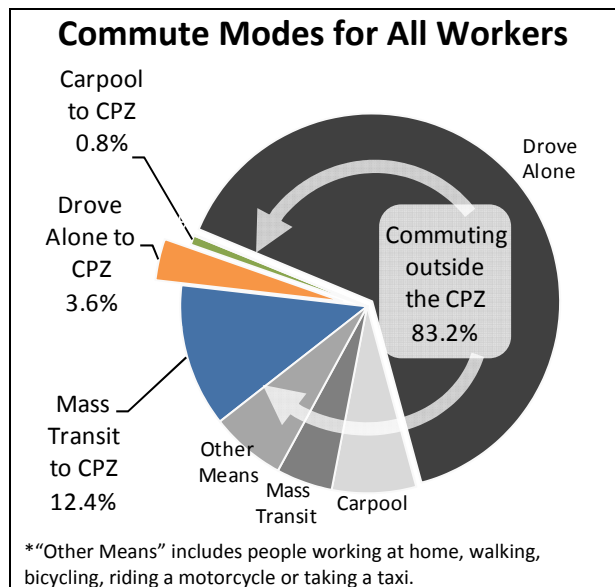
Percent commuting to the CPZ: 16.8%

**Percent driving alone to the CPZ: 3.6%**

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 12.4%

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.

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