

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

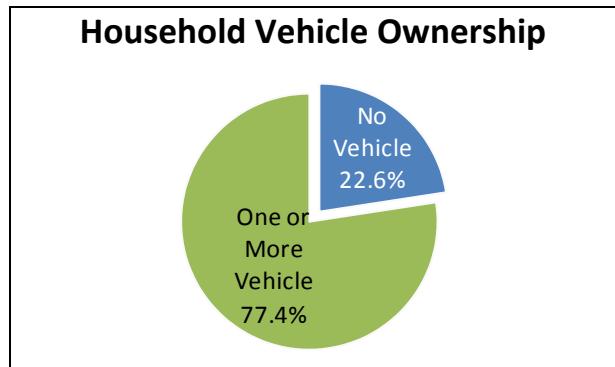
Only 4.0% of workers in Representative Gary L. Ackerman’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.0% would not be affected by the charge** because they don’t work in the congestion 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%

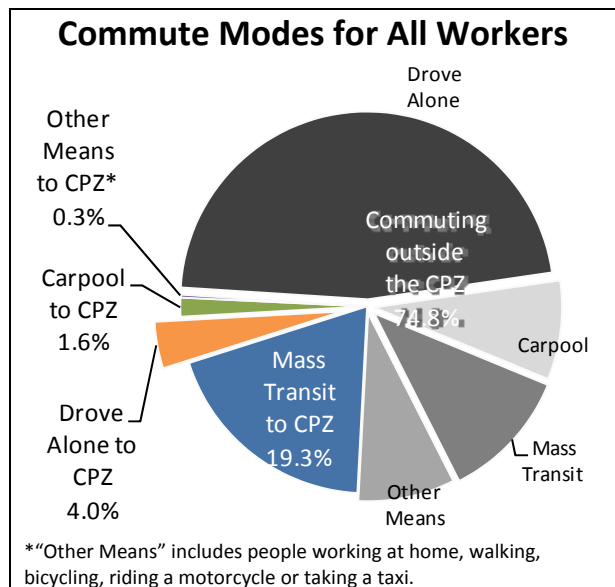
Percent commuting to the CPZ: 25.2%

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.

Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development



Congressional District 6
Representative Gregory W. Meeks
 Democrat Representing Queens

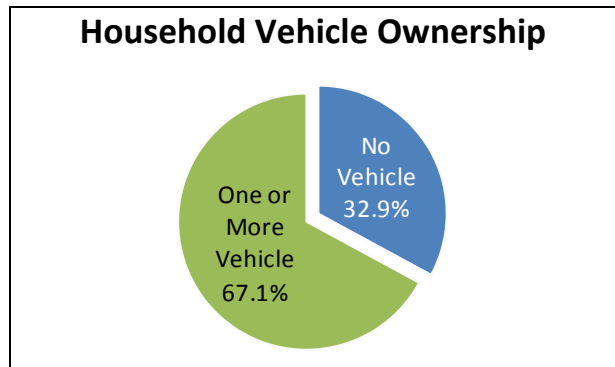
Only 4.1% of workers in Representative Gregory W. Meeks’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.9% would not be affected by the charge** because they don’t work in the congestion 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: 45.7%

Percent of households without a vehicle: 32.9%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$38,123	\$43,485



Percent commuting outside the CPZ: 74.0%

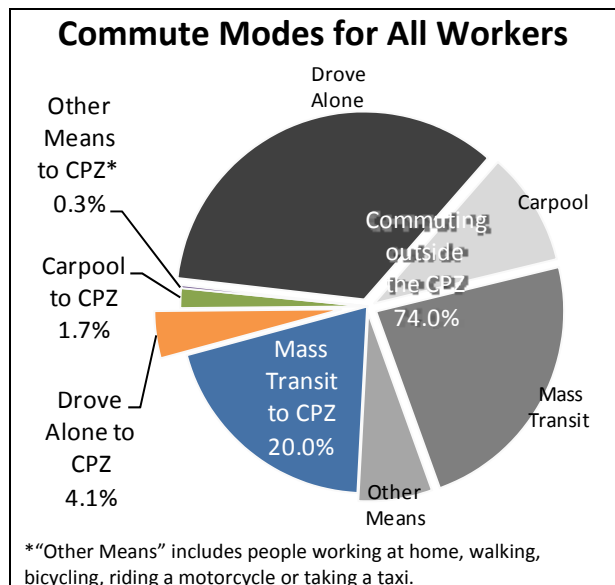
Percent commuting to the CPZ: 26.0%

Percent driving alone to the CPZ: 4.1%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 20.0%

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.

Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development



Congressional District 7
Representative Joseph Crowley
 Democrat Representing Bronx/Queens

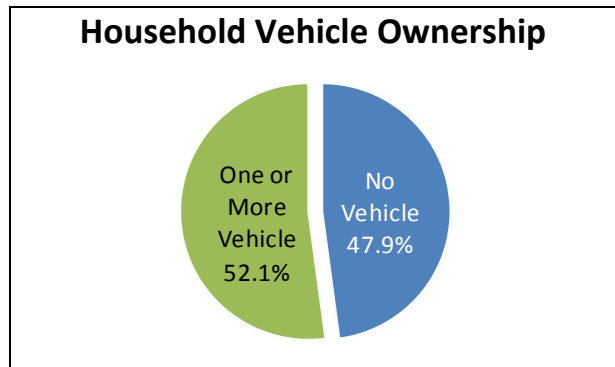
Only 4.4% of workers in Representative Joseph Crowley’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.6% would not be affected by the charge** because they don’t work in the congestion pricing 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: 53.7%

Percent of households without a vehicle: 47.9%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$40,349	\$45,508



Percent commuting outside the CPZ: 63.4%

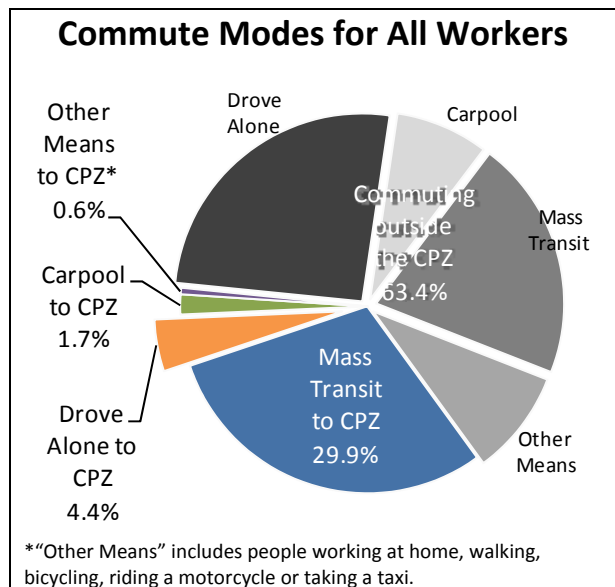
Percent commuting to the CPZ: 36.6%

Percent driving alone to the CPZ: 4.4%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 29.9%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.6%



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 8
Representative Jerrold Nadler
 Democrat Representing Manhattan/Brooklyn

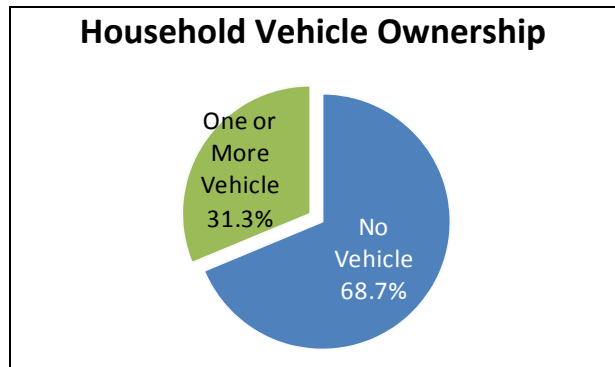
Only 4.5% of workers in Representative Nadler’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.0% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.5% would pay the full rate because they reside outside of the zone, but drive to work in the zone, or they live within the zone, but drive to work outside of it. **The vast majority, 95.5% would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: **44.1%**

Percent of households without a vehicle: **68.7%**

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$77,837	\$93,546



Percent commuting outside the CPZ: **33.8%**

Percent living in the CPZ but driving alone to outside the CPZ: 2.5%

Percent living outside the CPZ and driving alone outside the CPZ: **7.2%**

Percent commuting to the CPZ: **66.2%**

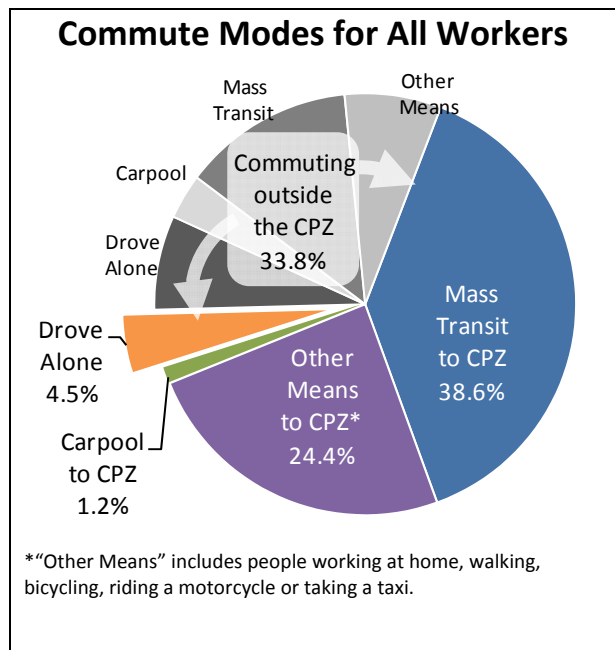
Percent living inside CPZ and driving alone within the CPZ: 1.0%

Percent living outside CPZ but driving alone into CPZ: 1.0%

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

Percent taking mass transit to the CPZ: **38.6%**

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: **24.4%**



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 9
Representative Anthony D. Weiner
 Democrat Representing Brooklyn/Queens

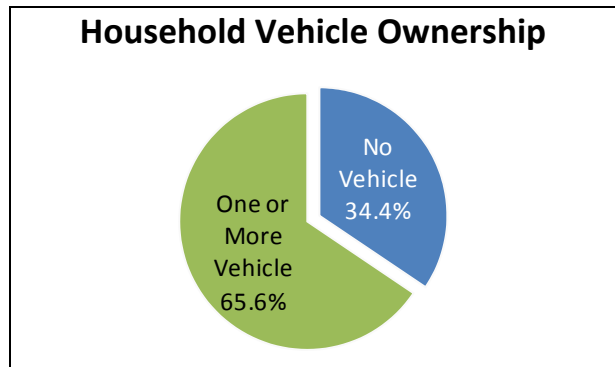
Only 5.0% of workers in Representative Anthony D. Weiner’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.0% would not be affected by the charge** because they don’t work in the congestion 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: **44.9%**

Percent of households without a vehicle: **34.4%**

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$51,857	\$54,001



Percent commuting outside the CPZ: **64.0%**

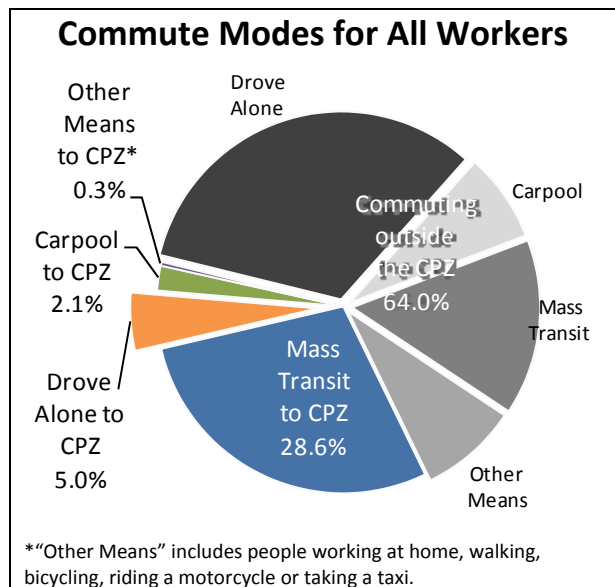
Percent commuting to the CPZ: **36.0%**

Percent driving alone to the CPZ: 5.0%

Percent carpooling to the CPZ: **2.1%**

Percent taking mass transit to the CPZ: **28.6%**

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.

Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development



Congressional District 10

Representative Edolphus Towns

Democrat Representing Brooklyn

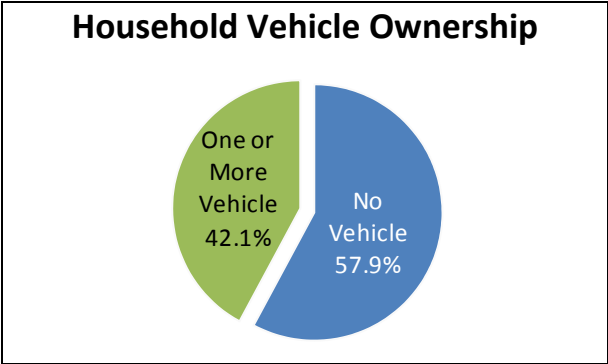
Only 3.2% of workers in Representative Edolphus Towns’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.8% would not be affected by the charge** because they don’t work in the congestion pricing 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: 60.6%

Percent of households without a vehicle: 57.9%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$39,785	\$46,625



Percent commuting outside the CPZ: 67.5%

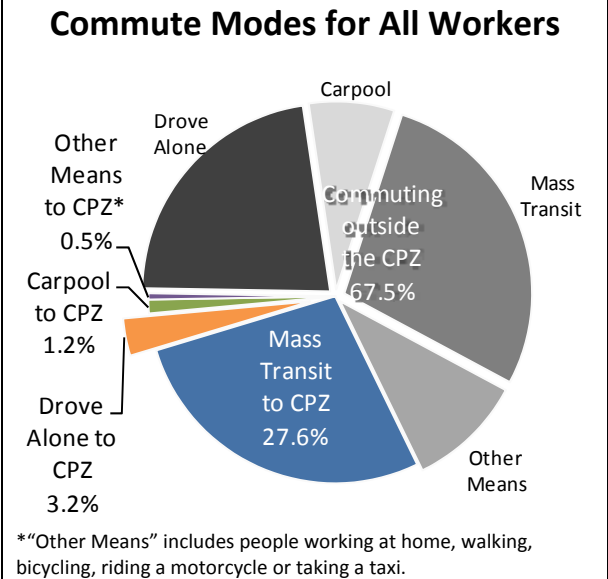
Percent commuting to the CPZ: 32.5%

Percent driving alone to the CPZ: 3.2%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 27.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.5%



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 11
Representative Yvette D. Clarke
 Democrat Representing Brooklyn

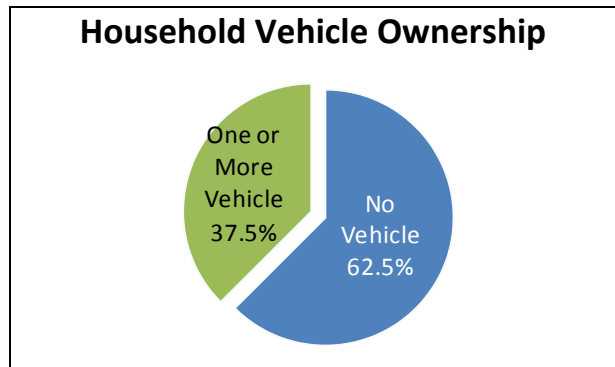
Only 2.1% of workers in Representative Yvette D. Clarke’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.9% would not be affected by the charge** because they don’t work in the congestion 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: 56.5%

Percent of households without a vehicle: 62.5%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$39,724	\$50,603



Percent commuting outside the CPZ: 60.9%

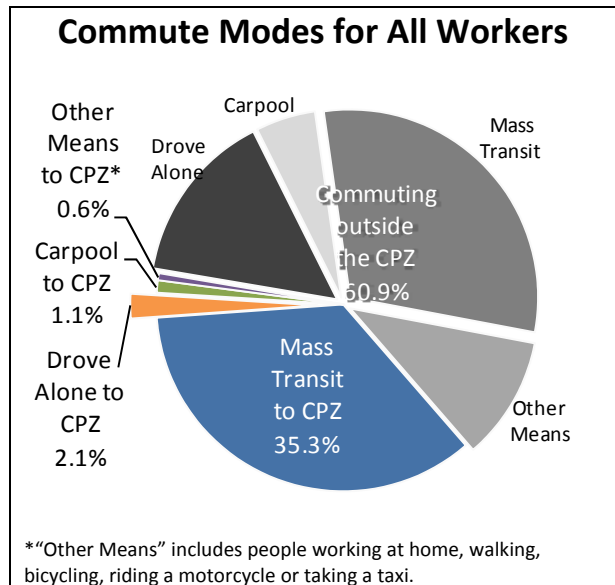
Percent commuting to the CPZ: 39.1%

Percent driving alone to the CPZ: 2.1%

Percent carpooling to the CPZ: 1.1%

Percent taking mass transit to the CPZ: 35.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.6%



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 12
Representative Nydia M. Velázquez
Democrat Representing Brooklyn/Queens/Manhattan

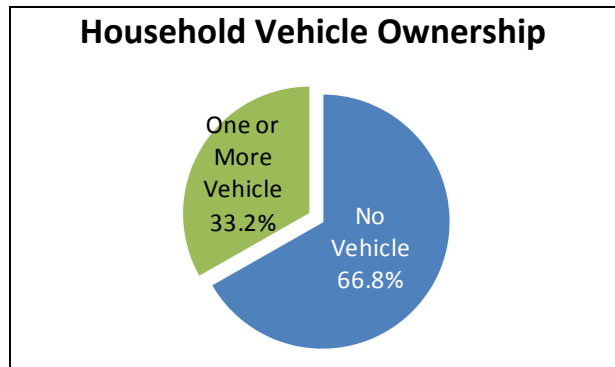
Only 3.3% of workers in Representative Nydia M. Velázquez’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 0.6% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 2.7% would pay the full rate because they reside outside of the zone, but drive to work in the zone, or they live within the zone, but drive to work outside of it. **The vast majority, 96.7% would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: 62.4%

Percent of households without a vehicle: 66.8%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$36,535	\$45,309



Percent commuting outside the CPZ: 55.1%

Percent living in the CPZ but driving alone to outside the CPZ: 0.6%

Percent living outside the CPZ and driving alone outside the CPZ: 12.7%

Percent commuting to the CPZ: 44.9%

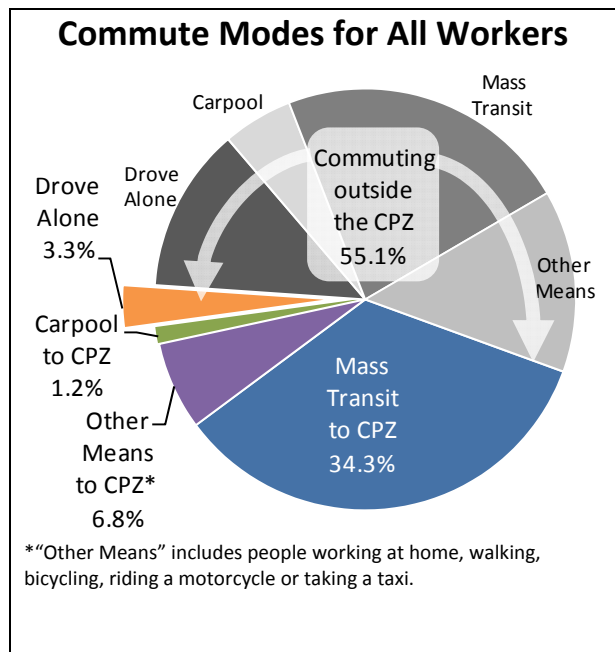
Percent living inside CPZ and driving alone within the CPZ: 0.6%

Percent living outside CPZ but driving alone into CPZ: 2.1%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 34.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 6.8%



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 13
Representative Vito Fossella
 Republican Representing Staten Island/Brooklyn

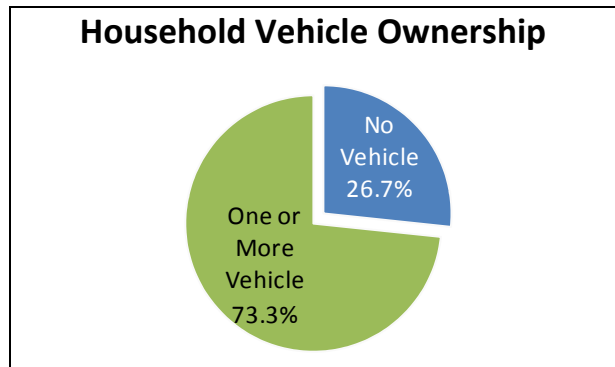
Only 5.3% of workers in Representative Vito Fossella’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **94.7% would not be affected by the charge** because they don’t work in the congestion pricing 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: 40.7%

Percent of households without a vehicle: 26.7%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$46,896	\$55,409



Percent commuting outside the CPZ: 69.6%

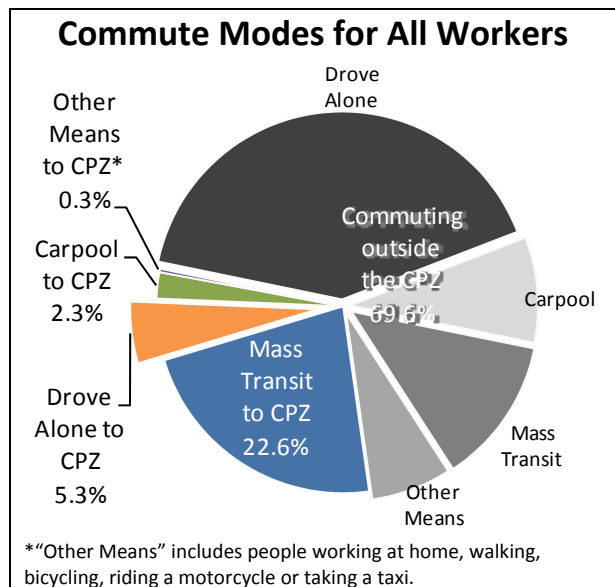
Percent commuting to the CPZ: 30.4%

Percent driving alone to the CPZ: 5.3%

Percent carpooling to the CPZ: 2.3%

Percent taking mass transit to the CPZ: 22.6%

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.

Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development



Congressional District 14
Representative Carolyn B. Maloney
 Democrat Representing Manhattan/Queens

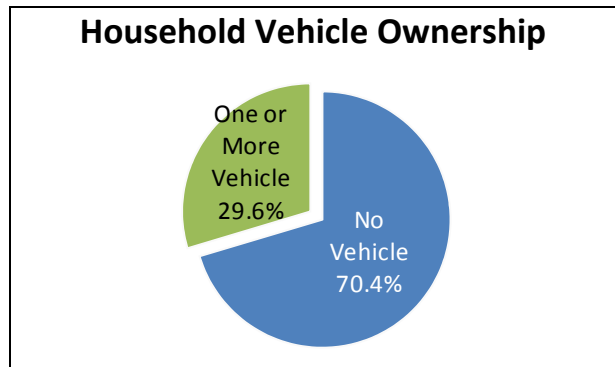
Only 5.6% of workers in Representative Carolyn B. Maloney’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.7% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.9% would pay the full rate because they reside outside of the zone, but drive to work in the zone, or they live within the zone, but drive to work outside of it. **The vast majority, 94.4% would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: 35.5%

Percent of households without a vehicle: 70.4%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$82,502	\$121,818



Percent commuting outside the CPZ: 25.6%

Percent living in the CPZ but driving alone to outside the CPZ: 2.6%

Percent living outside the CPZ and driving alone outside the CPZ: 4.7%

Percent commuting to the CPZ: 74.4%

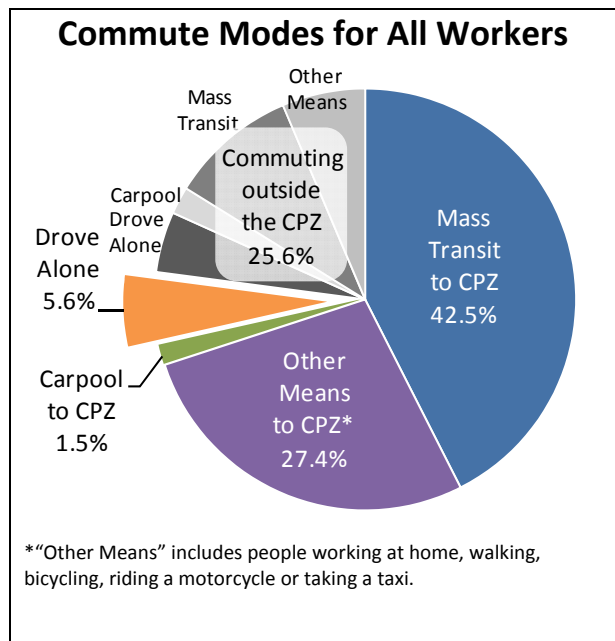
Percent living inside CPZ and driving alone within the CPZ: 1.7%

Percent living outside CPZ but driving alone into CPZ: 1.3%

Percent carpooling to the CPZ: 1.5%

Percent taking mass transit to the CPZ: 42.5%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 27.4%



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 15
Representative Charles B. Rangel
 Democrat Representing Manhattan/Bronx

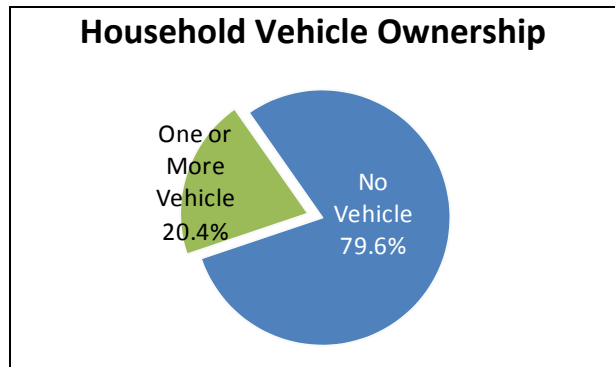
Only 2.7% of workers in Representative Charles B. Rangel’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.3% would not be affected by the charge** because they don’t work in the congestion 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: 63.9%

Percent of households without a vehicle: 79.6%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$45,968	\$58,192



Percent commuting outside the CPZ: 48.8%

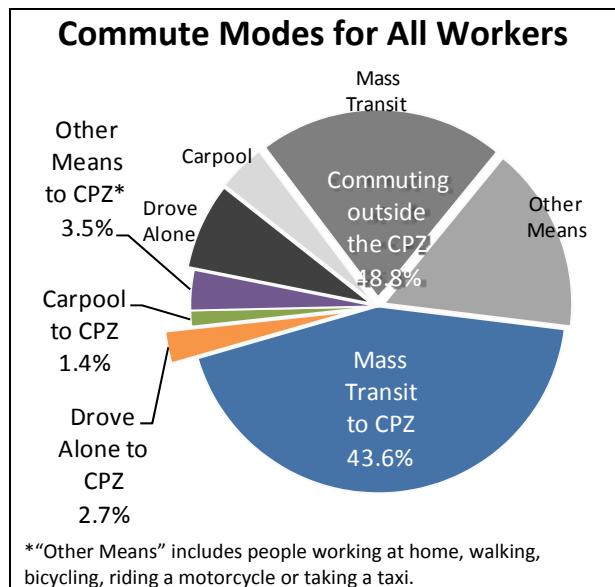
Percent commuting to the CPZ: 51.2%

Percent driving alone to the CPZ: 2.7%

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 43.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 3.5%



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 16
Representative José E. Serrano
 Democrat Representing Bronx

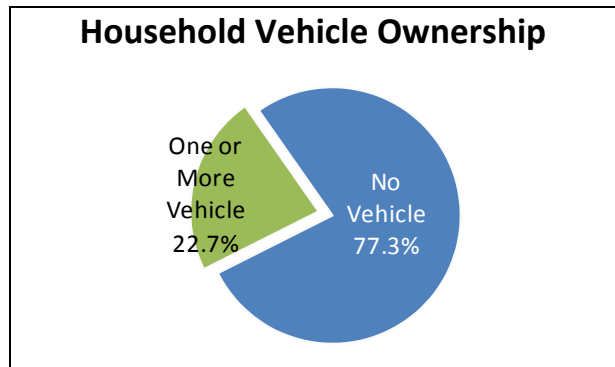
Only 2.3% of workers in Representative José E. Serrano’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.7% would not be affected by the charge** because they don’t work in the congestion 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: 76.5%

Percent of households without a vehicle: 77.3%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$37,665	\$38,372



Percent commuting outside the CPZ: 68.7%

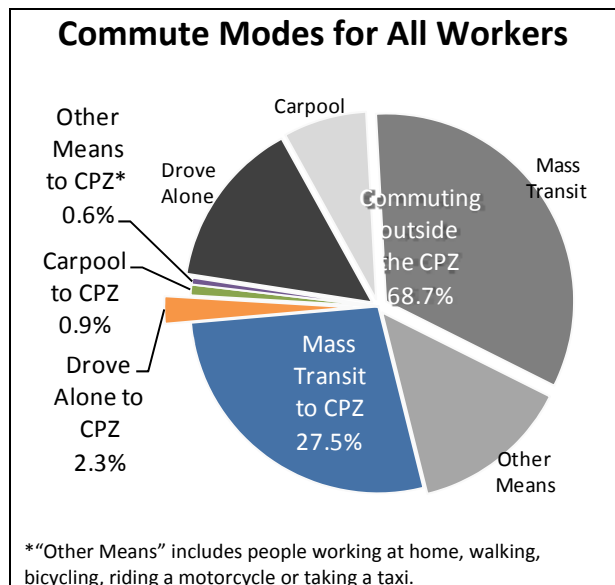
Percent commuting to the CPZ: 31.3%

Percent driving alone to the CPZ: 2.3%

Percent carpooling to the CPZ: 0.9%

Percent taking mass transit to the CPZ: 27.5%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.6%



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 17
Representative Eliot L. Engel
 Democrat Representing Bronx/Westchester/Rockland

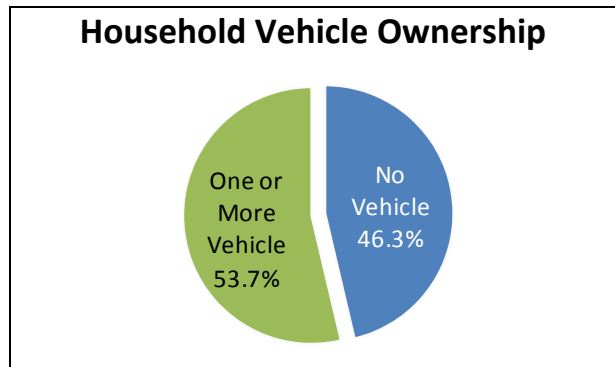
Only 3.8% of workers in Representative Eliot L. Engel’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.2% would not be affected by the charge** because they don’t work in the congestion pricing 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: 54.3%

Percent of households without a vehicle: 46.3%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$42,569	\$53,060



Percent commuting outside the CPZ: 74.1%

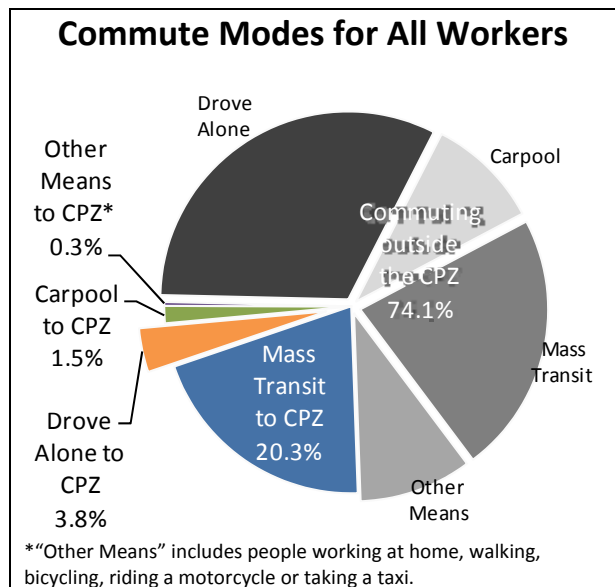
Percent commuting to the CPZ: 25.9%

Percent driving alone to the CPZ: 3.8%

Percent carpooling to the CPZ: 1.5%

Percent taking mass transit to the CPZ: 20.3%

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.

Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development

