

Assembly District 22
Assemblymember Ellen Young
 Democrat Representing Queens

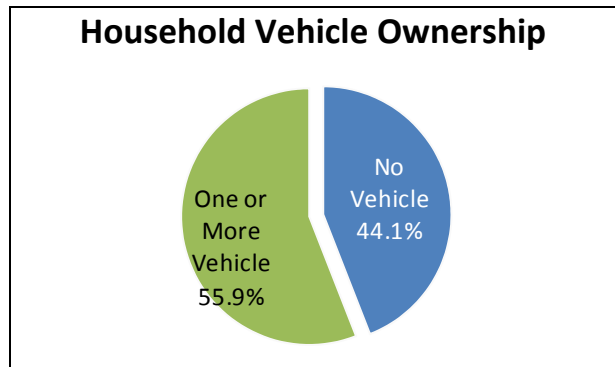
Only 3.5% of workers in Assemblymember Ellen Young’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.5% would not be affected by the charge** because they don’t work in the congestion pricing 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: 54.3%

Percent of households without a vehicle: 44.1%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$32,448	\$56,442



Percent commuting outside the CPZ: 69.2%

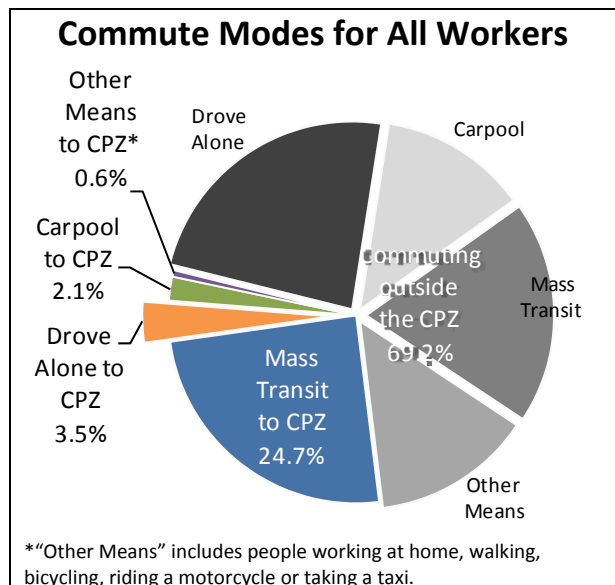
Percent commuting to the CPZ: 30.8%

Percent driving alone to the CPZ: 3.5%

Percent carpooling to the CPZ: 2.1%

Percent taking mass transit to the CPZ: 24.7%

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



Assembly District 23
Assemblymember Audrey Pheffer
 Democrat Representing Queens

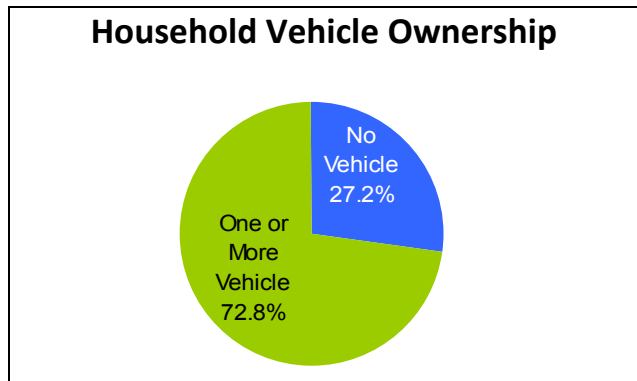
Only 4.7% of workers in Assemblymember Audrey Pheffer’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.3% would not be affected by the charge** because they don’t work in the congestion pricing 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: 46.3%

Percent of households without a vehicle: 27.2%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$29,042	\$66,701



Percent commuting outside the CPZ: 73.8%

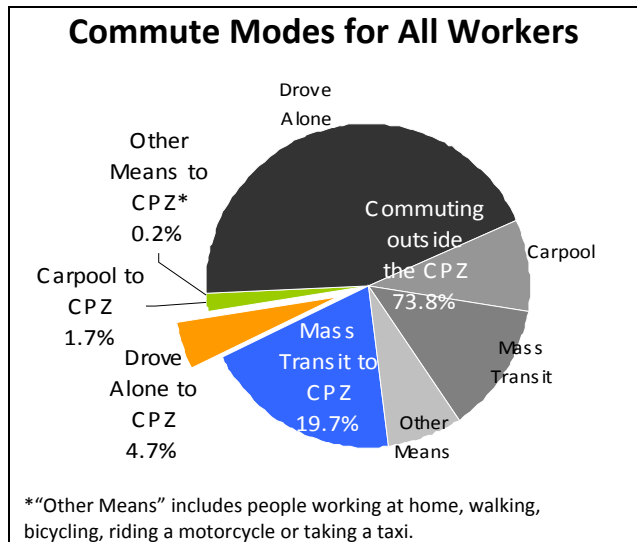
Percent commuting to the CPZ: 26.2%

Percent driving alone to the CPZ: 4.7%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 19.7%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.2%



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 24

Assemblymember Mark Weprin

Democrat Representing Queens

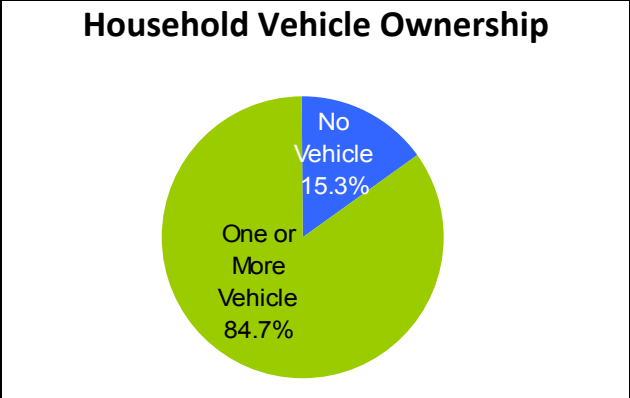
Only 6.5% of workers in Assemblymember Mark Weprin’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **93.5% would not be affected by the charge** because they don’t work in the congestion pricing 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: **34.5%**

Percent of households without a vehicle: **15.3%**

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$40,272	\$74,571



Percent commuting outside the CPZ: **71.7%**

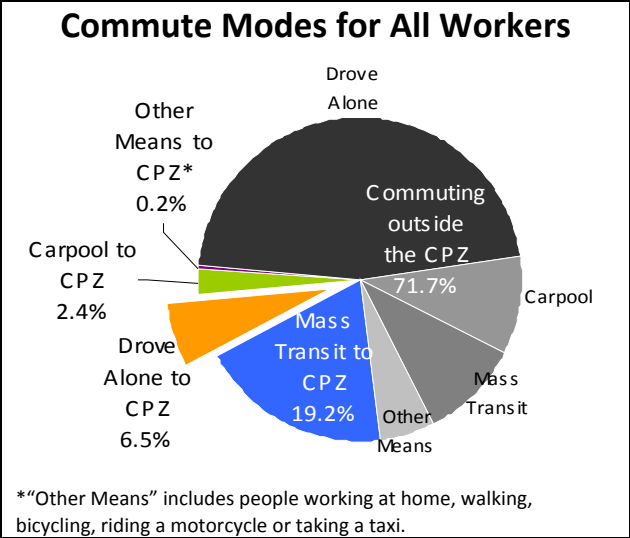
Percent commuting to the CPZ: **28.3%**

Percent driving alone to the CPZ: 6.5%

Percent carpooling to the CPZ: **2.4%**

Percent taking mass transit to the CPZ: **19.2%**

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: **0.2%**



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 25
Assemblymember Rory Lancman
 Democrat Representing Queens

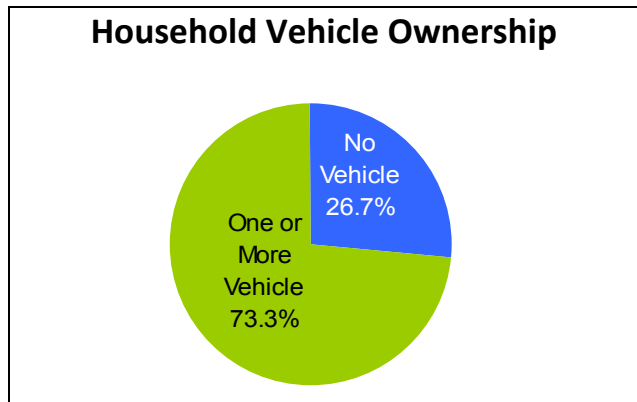
Only 5.3% of workers in Assemblymember Rory Lancman’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **94.7% would not be affected by the charge** because they don’t work in the congestion pricing 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: **41.7%**

Percent of households without a vehicle: **26.7%**

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$36,820	\$66,844



Percent commuting outside the CPZ: **68.2%**

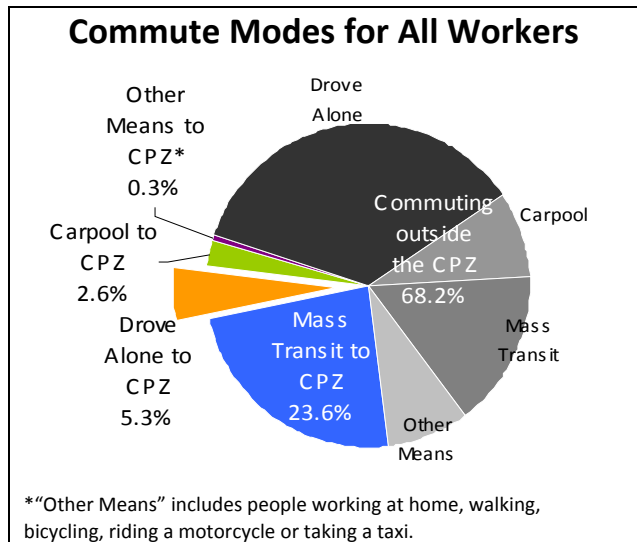
Percent commuting to the CPZ: **31.8%**

Percent driving alone to the CPZ: 5.3%

Percent carpooling to the CPZ: **2.6%**

Percent taking mass transit to the CPZ: **23.6%**

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



Assembly District 26
Assemblymember Ann-Margaret Carrozza
 Democrat Representing Queens

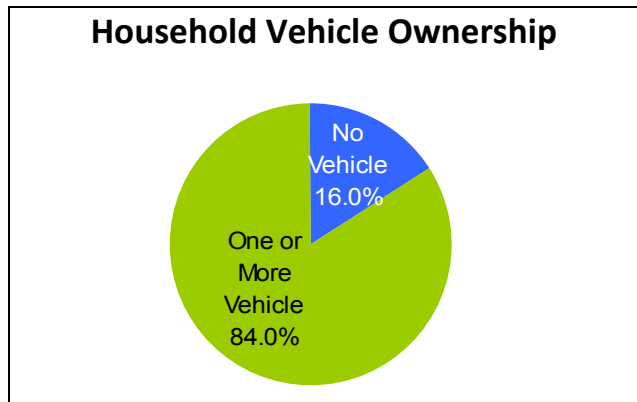
Only 6.7% of workers in Assemblymember Ann-Margaret Carrozza’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **93.3% would not be affected by the charge** because they don’t work in the congestion 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: 35.2%

Percent of households without a vehicle: 16.0%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$34,906	\$75,500



Percent commuting outside the CPZ: 71.1%

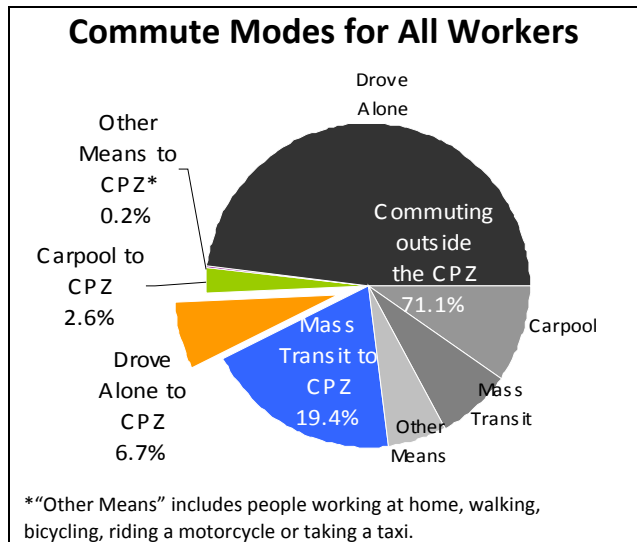
Percent commuting to the CPZ: 28.9%

Percent driving alone to the CPZ: 6.7%

Percent carpooling to the CPZ: 2.6%

Percent taking mass transit to the CPZ: 19.4%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.2%



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 27
Assemblymember Nettie Mayersohn
 Democrat Representing Queens

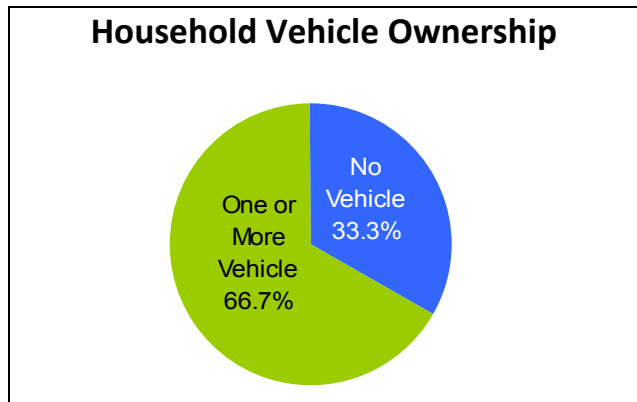
Only 5.3% of workers in Assemblymember Nettie Mayersohn’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **94.7% would not be affected by the charge** because they don’t work in the congestion 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: 46.2%

Percent of households without a vehicle: 33.3%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$34,072	\$63,906



Percent commuting outside the CPZ: 65.9%

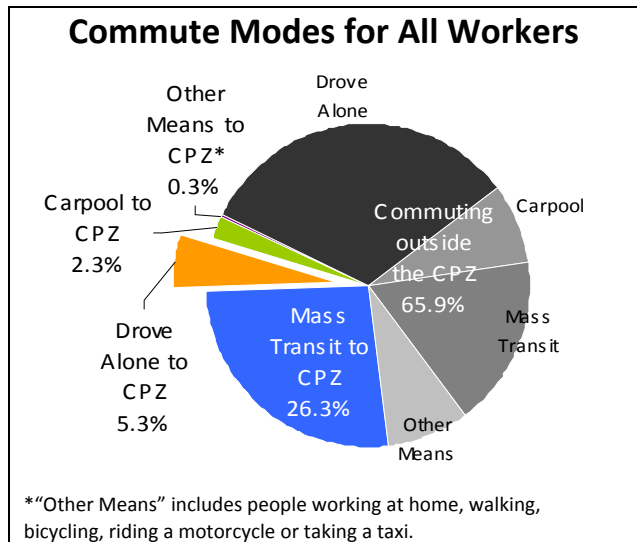
Percent commuting to the CPZ: 34.1%

Percent driving alone to the CPZ: 5.3%

Percent carpooling to the CPZ: 2.3%

Percent taking mass transit to the CPZ: 26.3%

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



Assembly District 28
Assemblymember Andrew Hevesi
 Democrat Representing Queens

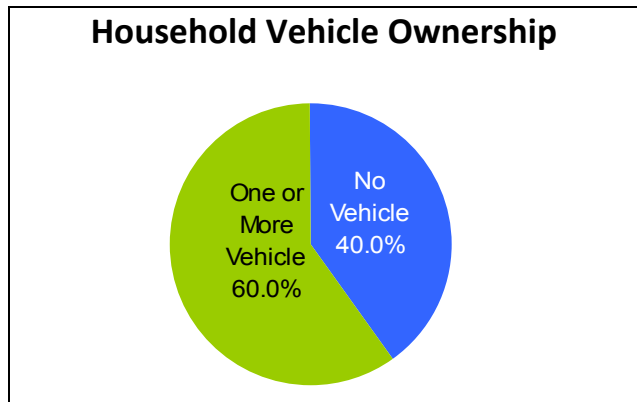
Only 4.2% of workers in Assemblymember Andrew Hevesi’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.8% would not be affected by the charge** because they don’t work in the congestion pricing 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: 40.5%

Percent of households without a vehicle: 40.0%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$42,572	\$75,969



Percent commuting outside the CPZ: 53.0%

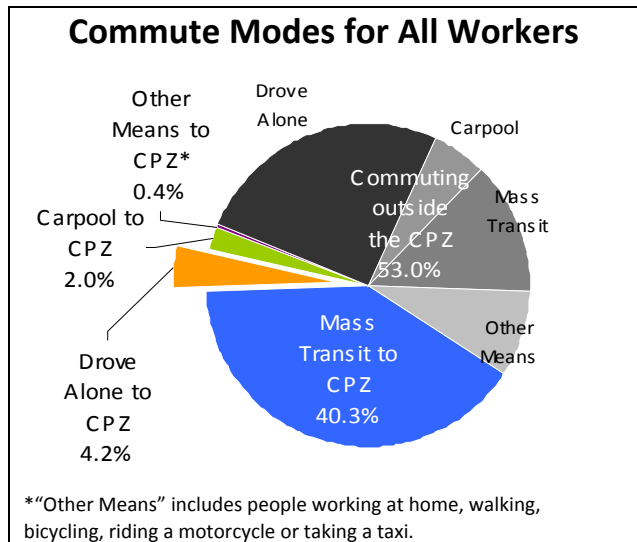
Percent commuting to the CPZ: 47.0%

Percent driving alone to the CPZ: 4.2%

Percent carpooling to the CPZ: 2.0%

Percent taking mass transit to the CPZ: 40.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%



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



Assembly District 29
Assemblymember William Scarborough
 Democrat Representing Queens

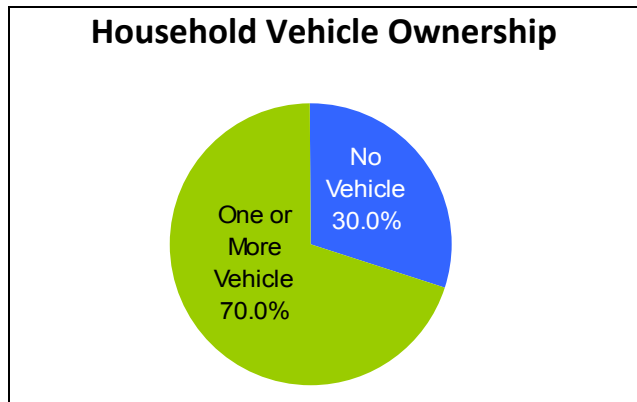
Only 3.7% of workers in Assemblymember William Scarborough’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.3% would not be affected by the charge** because they don’t work in the congestion 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: 42.2%

Percent of households without a vehicle: 30.0%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$34,908	\$65,118



Percent commuting outside the CPZ: 75.0%

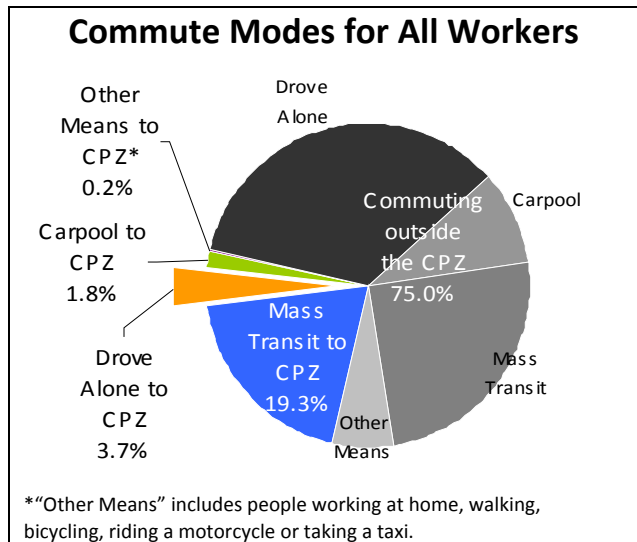
Percent commuting to the CPZ: 25.0%

Percent driving alone to the CPZ: 3.7%

Percent carpooling to the CPZ: 1.8%

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: 0.2%



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 30
Assemblymember Margaret Markey
 Democrat Representing Queens

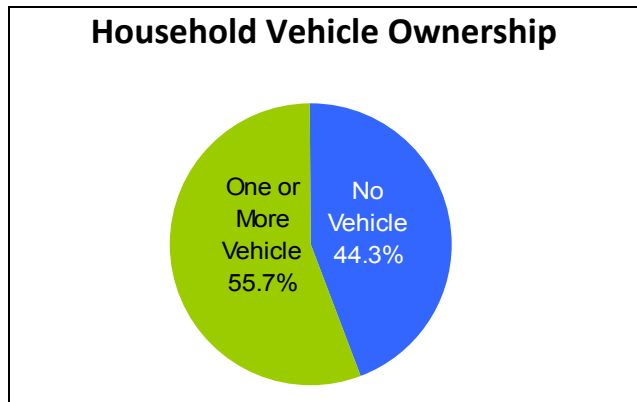
Only 5.5% of workers in Assemblymember Margaret Markey’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **94.5% would not be affected by the charge** because they don’t work in the congestion 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: 49.5%

Percent of households without a vehicle: 44.3%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$36,274	\$60,255



Percent commuting outside the CPZ: 53.2%

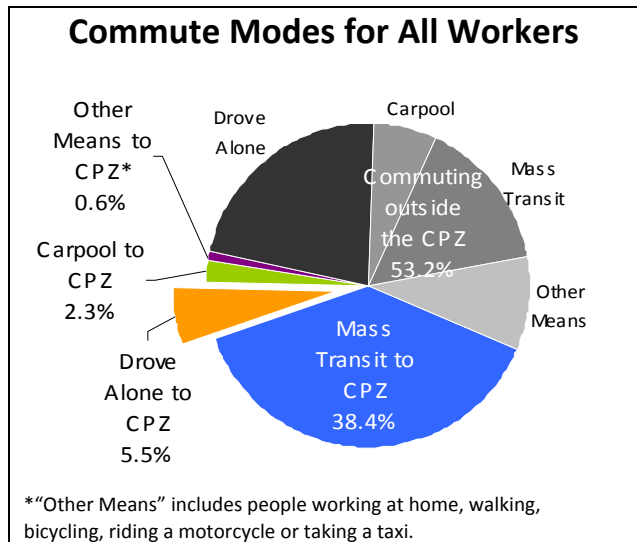
Percent commuting to the CPZ: 46.8%

Percent driving alone to the CPZ: 5.5%

Percent carpooling to the CPZ: 2.3%

Percent taking mass transit to the CPZ: 38.4%

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



Assembly District 31

Assemblymember Michele Titus

Democrat Representing Queens

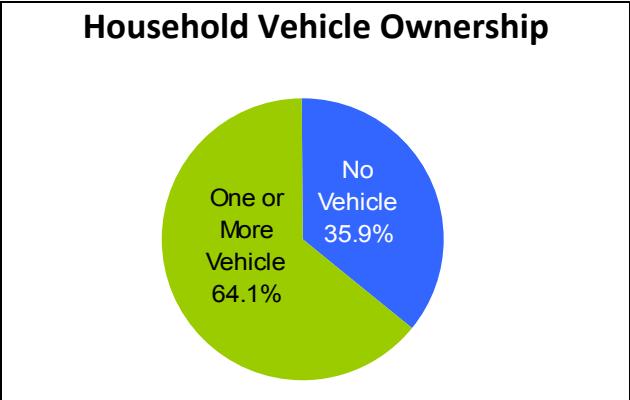
Only 4.5% of workers in Assemblymember Michele Titus’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.5% would not be affected by the charge** because they don’t work in the congestion pricing 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: 49.9%

Percent of households without a vehicle: 35.9%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$29,050	\$61,087



Percent commuting outside the CPZ: 74.3%

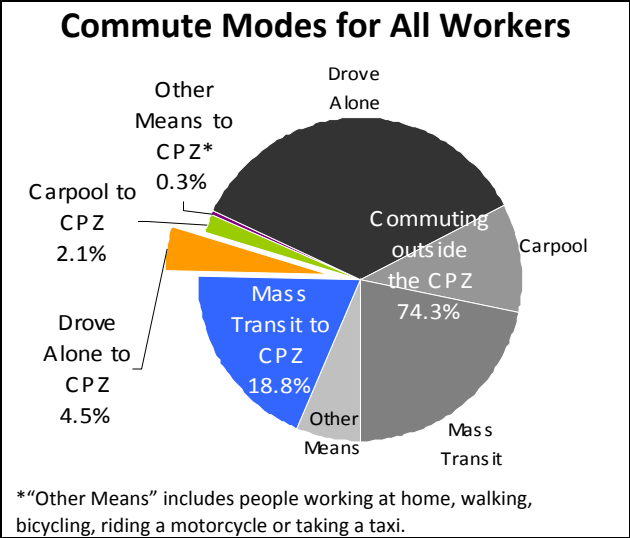
Percent commuting to the CPZ: 25.7%

Percent driving alone to the CPZ: 4.5%

Percent carpooling to the CPZ: 2.1%

Percent taking mass transit to the CPZ: 18.8%

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



Assembly District 32
Assemblymember Vivian Cook
 Democrat Representing Queens

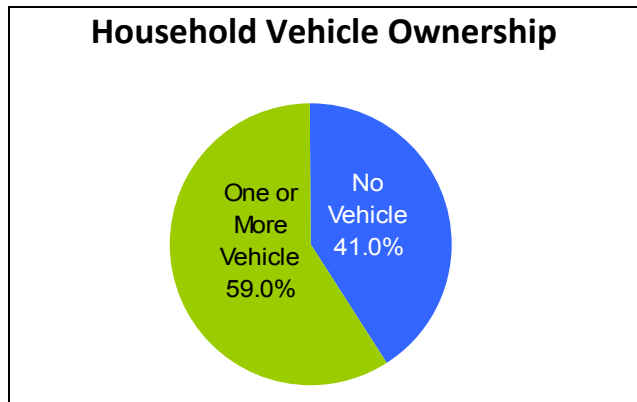
Only 3.5% of workers in Assemblymember Vivian Cook’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.5% would not be affected by the charge** because they don’t work in the congestion pricing 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: 52.6%

Percent of households without a vehicle: 41.0%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$32,499	\$56,357



Percent commuting outside the CPZ: 75.6%

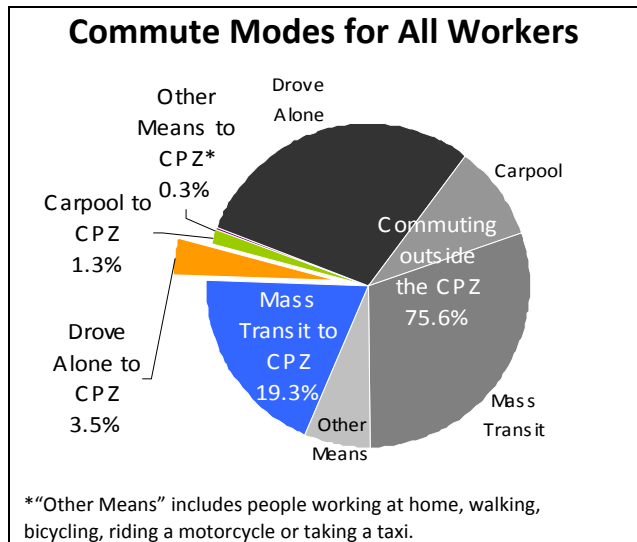
Percent commuting to the CPZ: 24.4%

Percent driving alone to the CPZ: 3.5%

Percent carpooling to the CPZ: 1.3%

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



Assembly District 33

Assemblymember Barbara Clark

Democrat Representing Queens

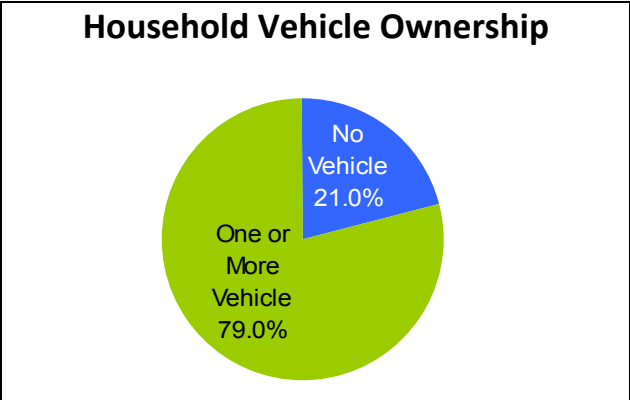
Only 5.7% of workers in Assemblymember Barbara Clark’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **94.3% would not be affected by the charge** because they don’t work in the congestion pricing 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: **34.2%**

Percent of households without a vehicle: **21.0%**

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$45,260	\$71,106



Percent commuting outside the CPZ: **75.4%**

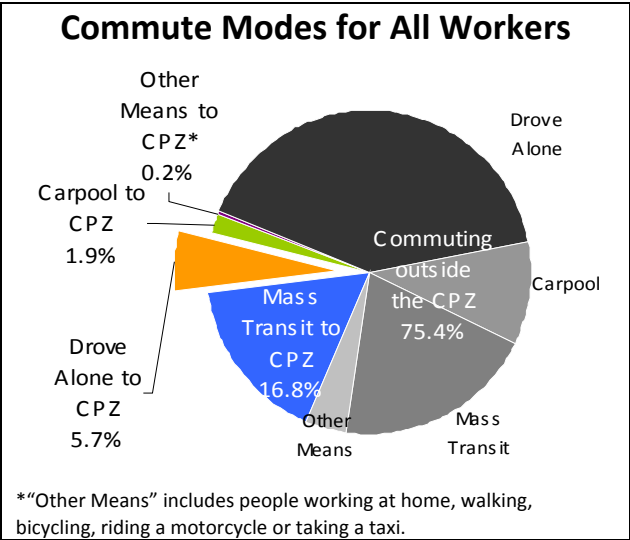
Percent commuting to the CPZ: **24.6%**

Percent driving alone to the CPZ: 5.7%

Percent carpooling to the CPZ: **1.9%**

Percent taking mass transit to the CPZ: **16.8%**

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: **0.2%**



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 34
Assemblymember Ivan Lafayette
 Democrat Representing Queens

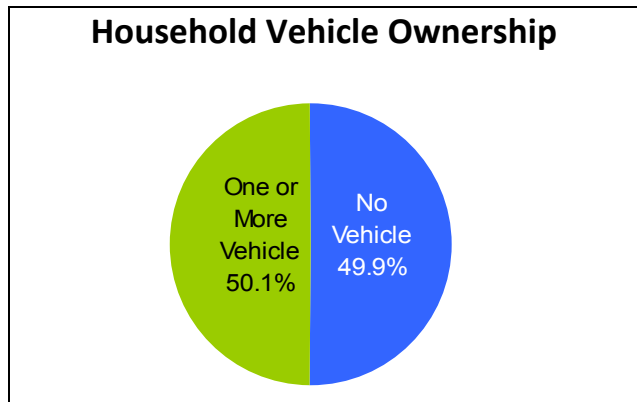
Only 3.6% of workers in Assemblymember Ivan Lafayette’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.4% would not be affected by the charge** because they don’t work in the congestion pricing 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: 49.8%

Percent of households without a vehicle: 49.9%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$39,055	\$59,645



Percent commuting outside the CPZ: 57.5%

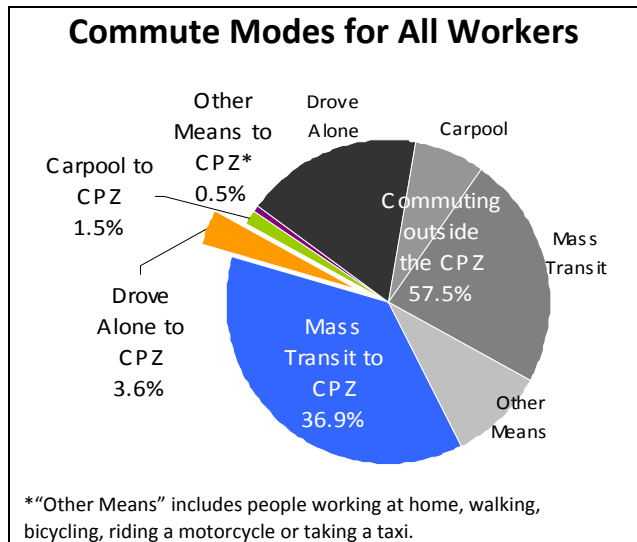
Percent commuting to the CPZ: 42.5%

Percent driving alone to the CPZ: 3.6%

Percent carpooling to the CPZ: 1.5%

Percent taking mass transit to the CPZ: 36.9%

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



Assembly District 35
Assemblymember Jeffrion Aubry
 Democrat Representing Queens

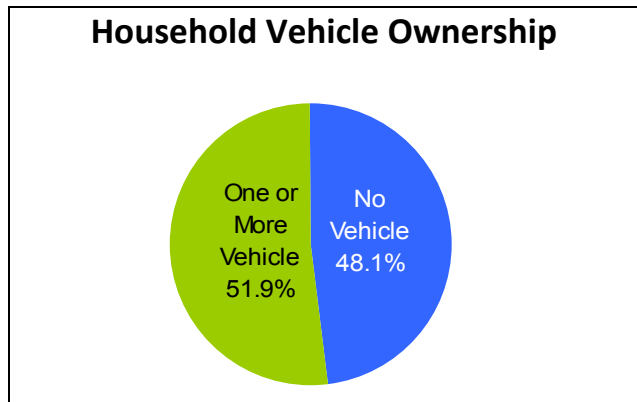
Only 3.2% of workers in Assemblymember Jeffrion Aubry’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.8% would not be affected by the charge** because they don’t work in the congestion pricing 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: 53.7%

Percent of households without a vehicle: 48.1%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$34,682	\$56,028



Percent commuting outside the CPZ: 60.8%

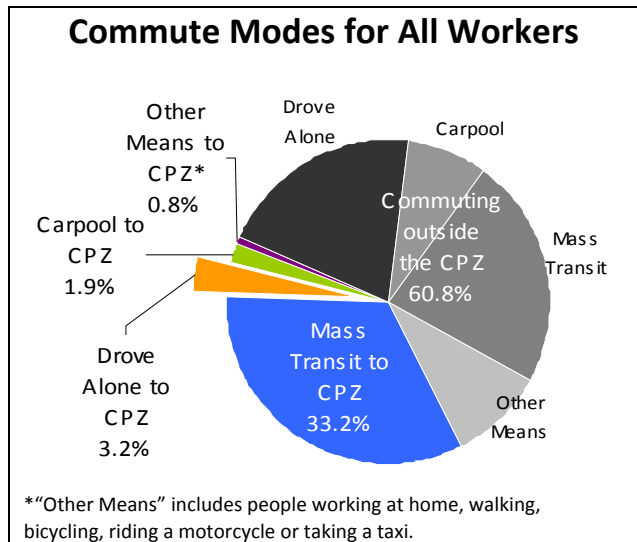
Percent commuting to the CPZ: 39.2%

Percent driving alone to the CPZ: 3.2%

Percent carpooling to the CPZ: 1.9%

Percent taking mass transit to the CPZ: 33.2%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.8%



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



Assembly District 36
Assemblymember Michael N. Gianaris
 Democrat Representing Queens

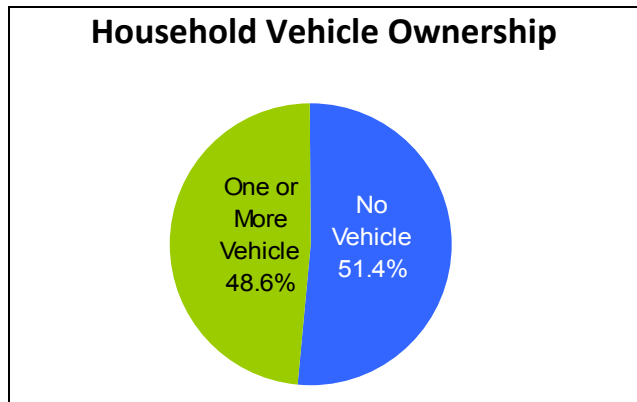
Only 4.4% of workers in Assemblymember Michael N. Gianaris’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.6% would not be affected by the charge** because they don’t work in the congestion 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: 51.6%

Percent of households without a vehicle: 51.4%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$37,060	\$60,677



Percent commuting outside the CPZ: 49.3%

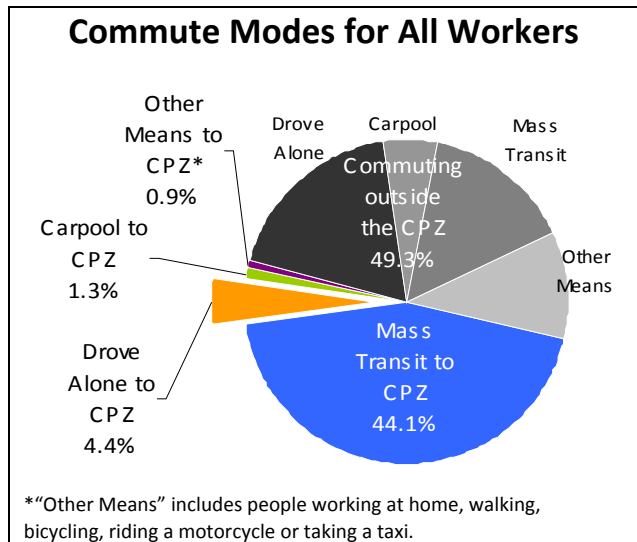
Percent commuting to the CPZ: 50.7%

Percent driving alone to the CPZ: 4.4%

Percent carpooling to the CPZ: 1.3%

Percent taking mass transit to the CPZ: 44.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.9%



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 37
Assemblymember Catherine Nolan
 Democrat Representing Queens

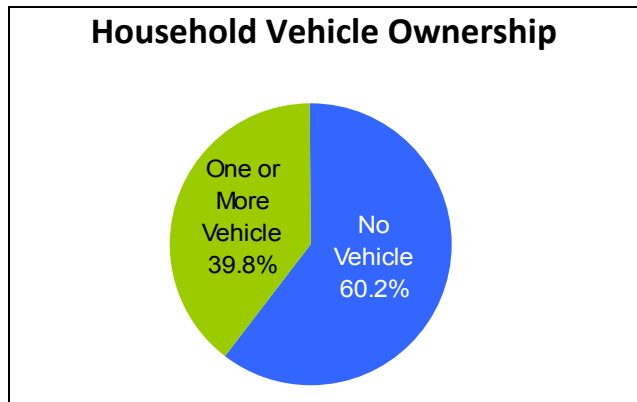
Only 3.2% of workers in Assemblymember Catherine Nolan’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.8% would not be affected by the charge** because they don’t work in the congestion 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: 59.5%

Percent of households without a vehicle: 60.2%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$32,383	\$54,388



Percent commuting outside the CPZ: 54.8%

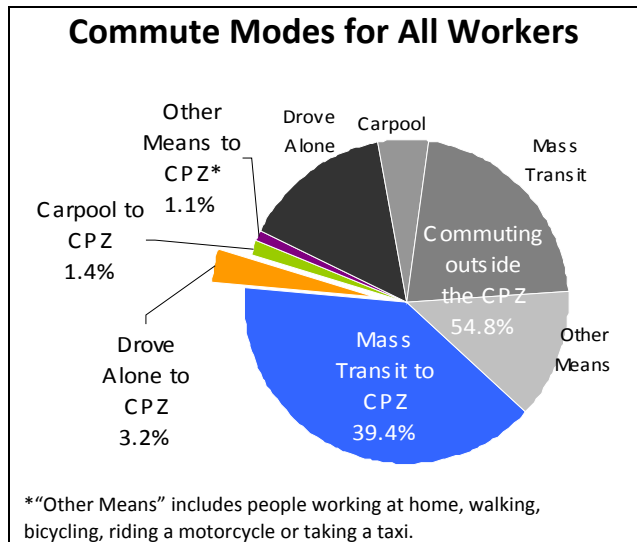
Percent commuting to the CPZ: 45.2%

Percent driving alone to the CPZ: 3.2%

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 39.4%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 1.1%



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



Assembly District 38
Assemblymember Anthony Seminerio
 Democrat Representing Queens

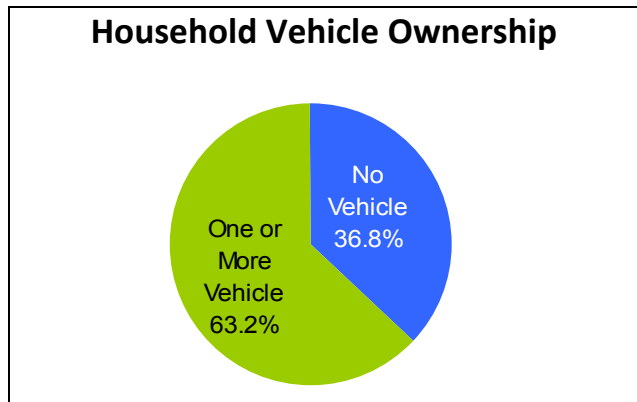
Only 4.3% of workers in Assemblymember Anthony Seminerio’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.7% would not be affected by the charge** because they don’t work in the congestion 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: 47.6%

Percent of households without a vehicle: 36.8%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$35,735	\$59,662



Percent commuting outside the CPZ: 67.0%

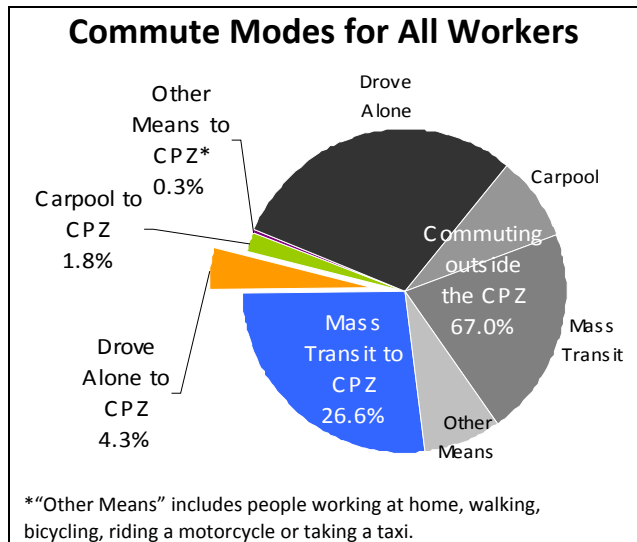
Percent commuting to the CPZ: 33.0%

Percent driving alone to the CPZ: 4.3%

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 26.6%

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



Assembly District 39
Assemblymember Jose Peralta
 Democrat Representing Queens

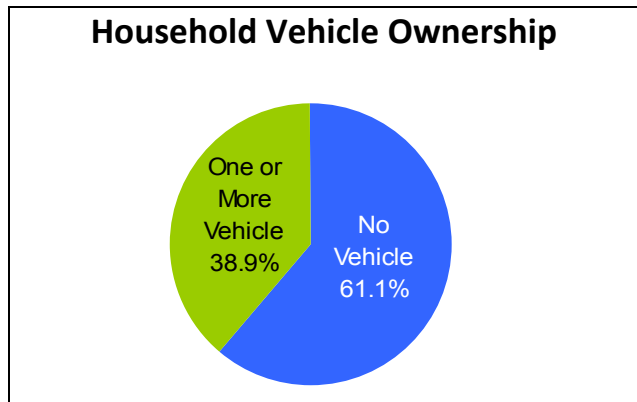
Only 2.2% of workers in Assemblymember Jose Peralta’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.8% would not be affected by the charge** because they don’t work in the congestion pricing 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: 54.6%

Percent of households without a vehicle: 61.1%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$39,333	\$56,874



Percent commuting outside the CPZ: 59.0%

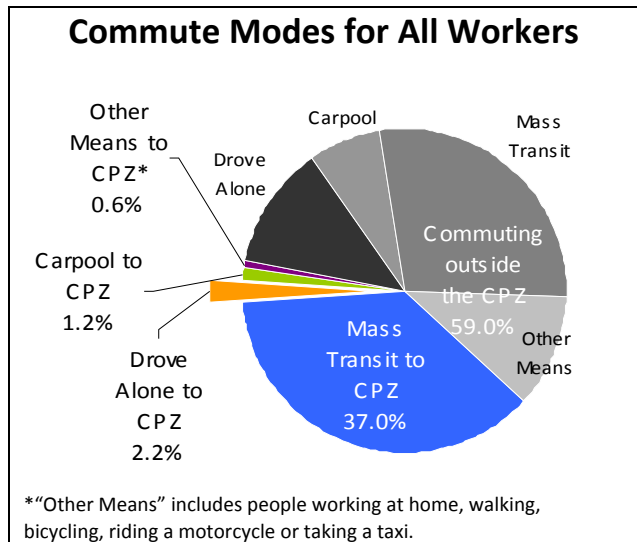
Percent commuting to the CPZ: 41.0%

Percent driving alone to the CPZ: 2.2%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 37.0%

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



Assembly District 40
Assemblymember Diane Gordon
 Democrat Representing Brooklyn

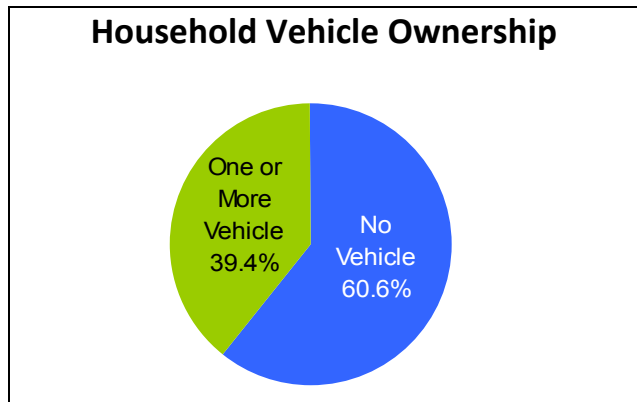
Only 3.1% of workers in Assemblymember Diane Gordon’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, 96.9% would not be affected by the charge because they don’t work in the congestion pricing 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: 69.3%

Percent of households without a vehicle: 60.6%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$23,342	\$49,111



Percent commuting outside the CPZ: 71.2%

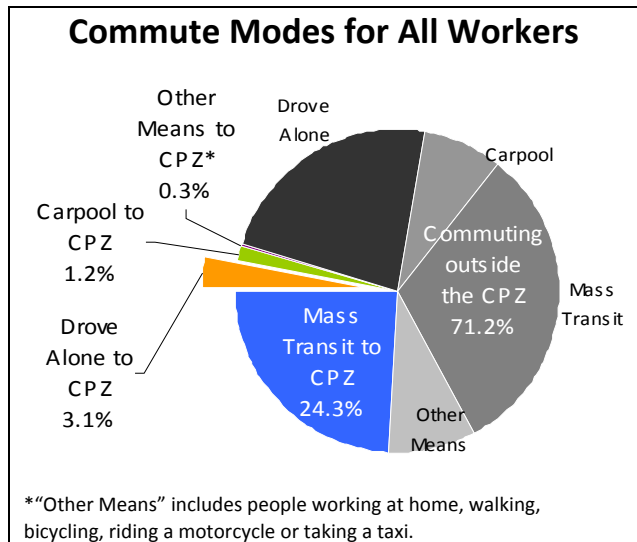
Percent commuting to the CPZ: 28.8%

Percent driving alone to the CPZ: 3.1%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 24.3%

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



Assembly District 41
Assemblymember Helene Weinstein
 Democrat Representing Brooklyn

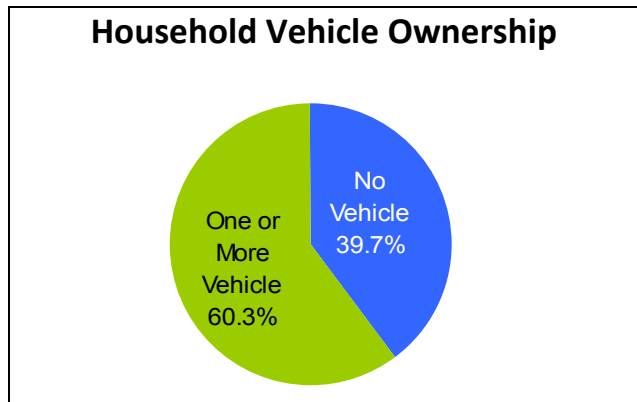
Only 4.1% of workers in Assemblymember Helene Weinstein’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.9% would not be affected by the charge** because they don’t work in the congestion 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: 48.2%

Percent of households without a vehicle: 39.7%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$31,435	\$67,306



Percent commuting outside the CPZ: 68.7%

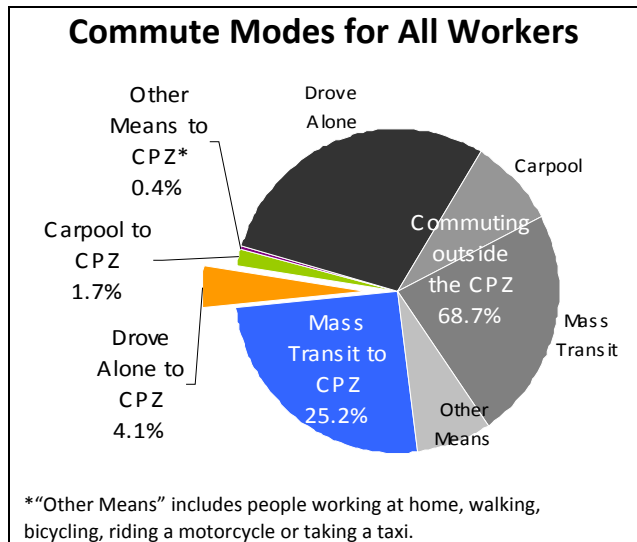
Percent commuting to the CPZ: 31.3%

Percent driving alone to the CPZ: 4.1%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 25.2%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%



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



Assembly District 42
Assemblymember Rhoda Jacobs
 Democrat Representing Brooklyn

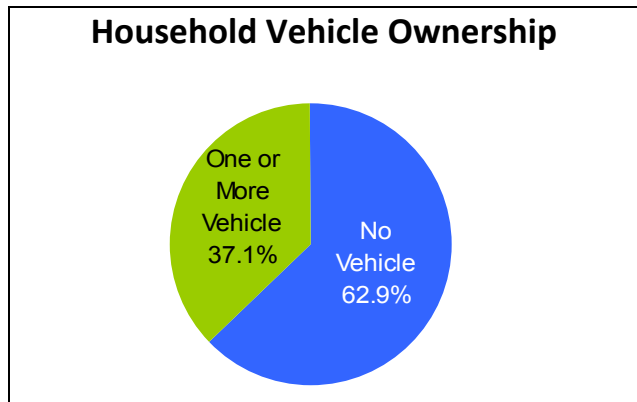
Only 2.2% of workers in Assemblymember Rhoda Jacobs’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.8% would not be affected by the charge** because they don’t work in the congestion pricing 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: 60.7%

Percent of households without a vehicle: 62.9%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$31,401	\$61,645



Percent commuting outside the CPZ: 66.2%

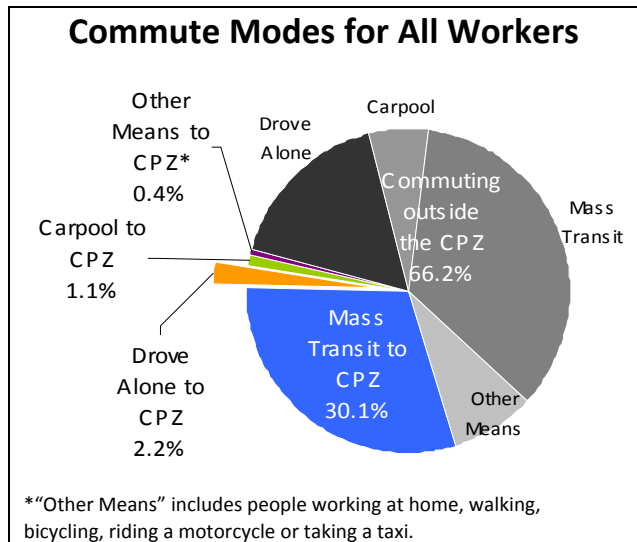
Percent commuting to the CPZ: 33.8%

Percent driving alone to the CPZ: 2.2%

Percent carpooling to the CPZ: 1.1%

Percent taking mass transit to the CPZ: 30.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%



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



Assembly District 43
Assemblymember Karim Camara
 Democrat Representing Brooklyn

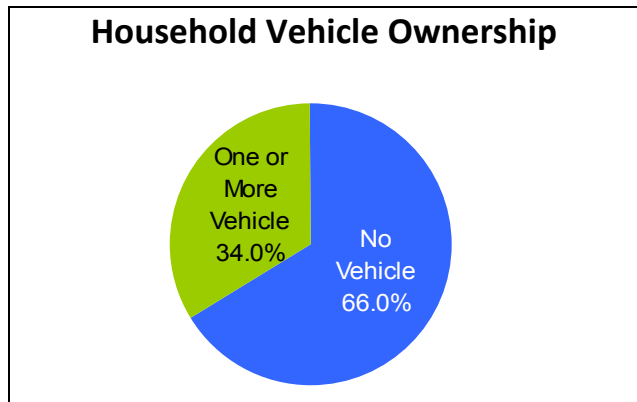
Only 1.6% of workers in Assemblymember Karim Camara’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.4% would not be affected by the charge** because they don’t work in the congestion pricing 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: 62.5%

Percent of households without a vehicle: 66.0%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$32,695	\$55,721



Percent commuting outside the CPZ: 67.6%

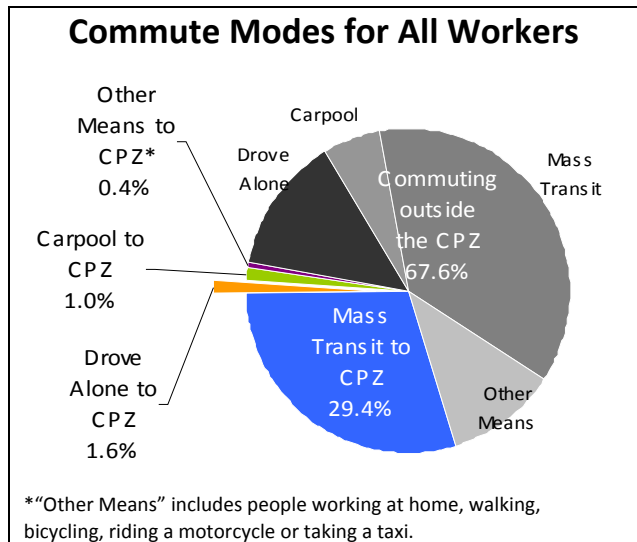
Percent commuting to the CPZ: 32.4%

Percent driving alone to the CPZ: 1.6%

Percent carpooling to the CPZ: 1.0%

Percent taking mass transit to the CPZ: 29.4%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%



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



Assembly District 44
Assemblymember James F. Brennan
 Democrat Representing Brooklyn

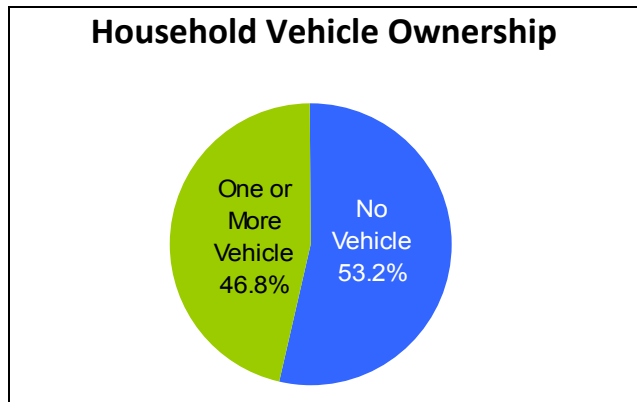
Only 3.0% of workers in Assemblymember James F. Brennan’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.0% would not be affected by the charge** because they don’t work in the congestion 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: 49.5%

Percent of households without a vehicle: 53.2%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$38,269	\$71,832



Percent commuting outside the CPZ: 57.1%

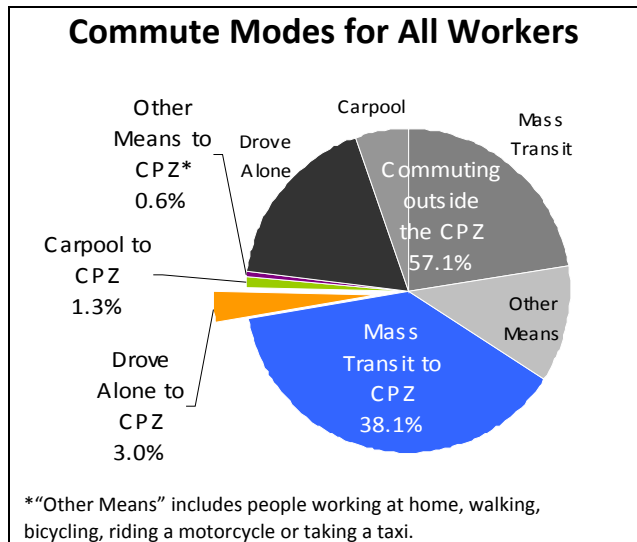
Percent commuting to the CPZ: 42.9%

Percent driving alone to the CPZ: 3.0%

Percent carpooling to the CPZ: 1.3%

Percent taking mass transit to the CPZ: 38.1%

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



Assembly District 45
Assemblymember Steven Cymbrowitz
 Democrat Representing Brooklyn

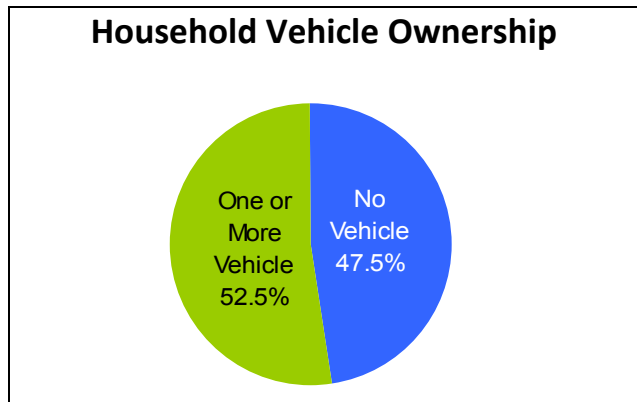
Only 2.5% of workers in Assemblymember Steven Cymbrowitz’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.5% would not be affected by the charge** because they don’t work in the congestion 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: 56.1%

Percent of households without a vehicle: 47.5%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$28,661	\$66,876



Percent commuting outside the CPZ: 65.7%

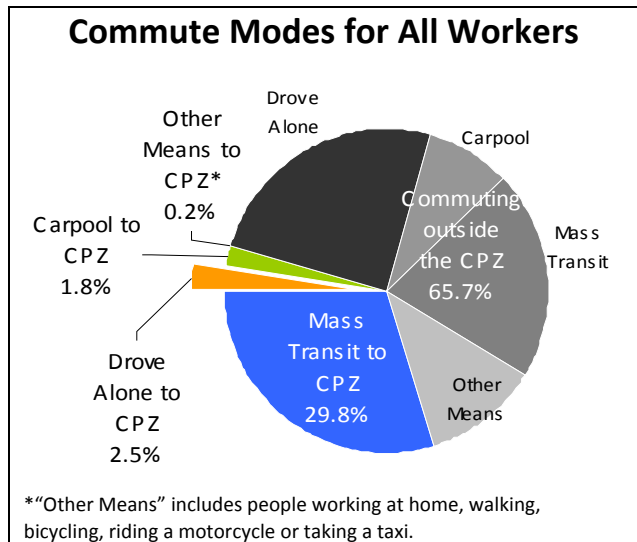
Percent commuting to the CPZ: 34.3%

Percent driving alone to the CPZ: 2.5%

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 29.8%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.2%



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 46
Assemblymember Alec Brook-Krasny
 Democrat Representing Brooklyn

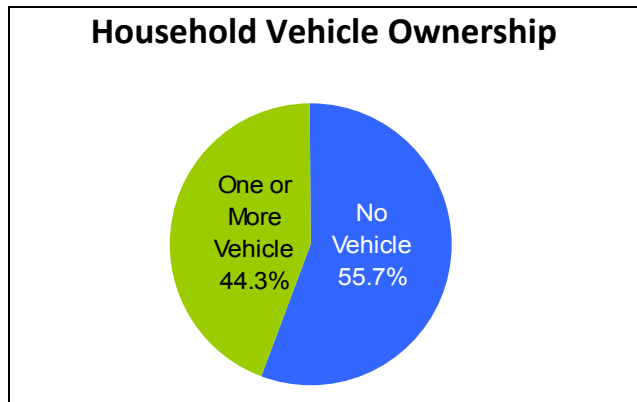
Only 3.3% of workers in Assemblymember Alec Brook-Krasny's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.7% would not be affected by the charge** because they don't work in the congestion 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: 60.8%

Percent of households without a vehicle: 55.7%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$27,197	\$62,986



Percent commuting outside the CPZ: 66.2%

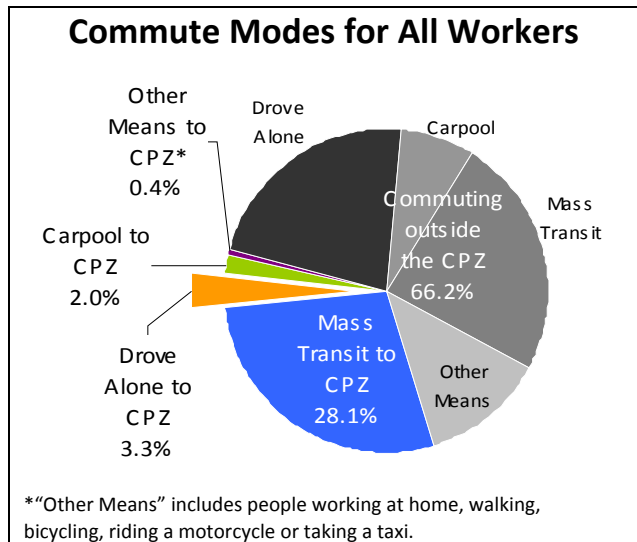
Percent commuting to the CPZ: 33.8%

Percent driving alone to the CPZ: 3.3%

Percent carpooling to the CPZ: 2.0%

Percent taking mass transit to the CPZ: 28.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%



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



Assembly District 47
Assemblymember William Colton
 Democrat Representing Brooklyn

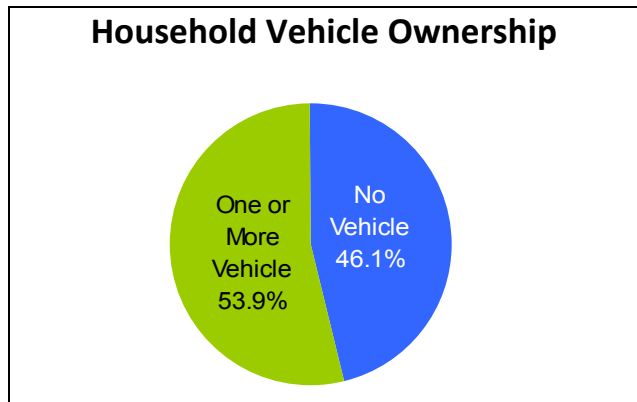
Only 3.2% of workers in Assemblymember William Colton’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.8% would not be affected by the charge** because they don’t work in the congestion pricing 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: 56.4%

Percent of households without a vehicle: 46.1%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$28,217	\$58,207



Percent commuting outside the CPZ: 63.7%

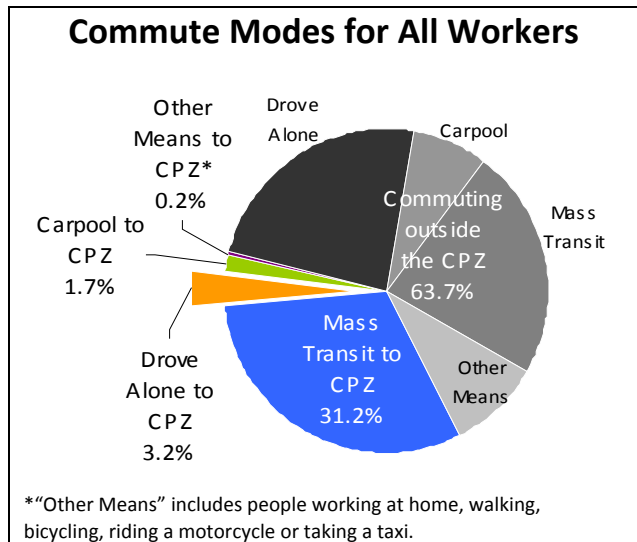
Percent commuting to the CPZ: 36.3%

Percent driving alone to the CPZ: 3.2%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 31.2%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.2%



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 48
Assemblymember Dov Hikind
 Democrat Representing Brooklyn

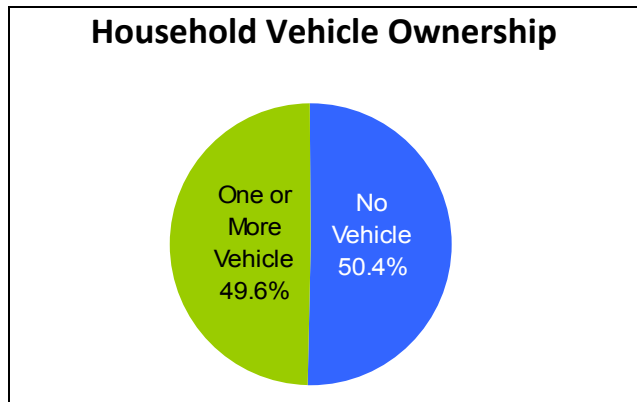
Only 2.3% of workers in Assemblymember Dov Hikind’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.7% would not be affected by the charge** because they don’t work in the congestion pricing 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: 59.6%

Percent of households without a vehicle: 50.4%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$29,640	\$62,812



Percent commuting outside the CPZ: 72.5%

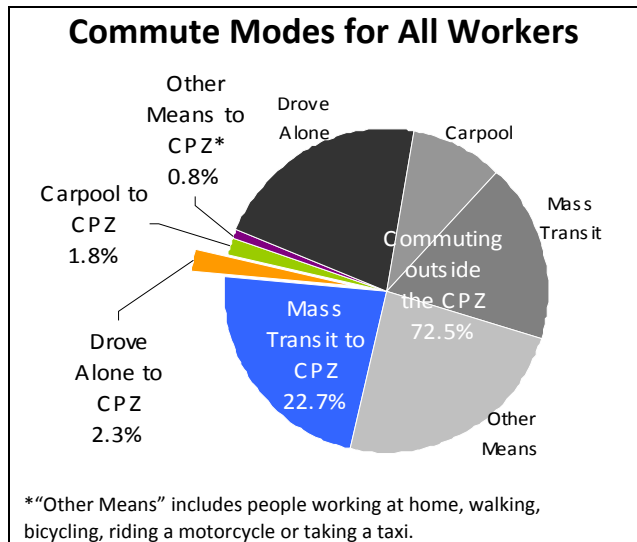
Percent commuting to the CPZ: 27.5%

Percent driving alone to the CPZ: 2.3%

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 22.7%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.8%



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



Assembly District 49

Assemblymember Peter Abbate

Democrat Representing Brooklyn

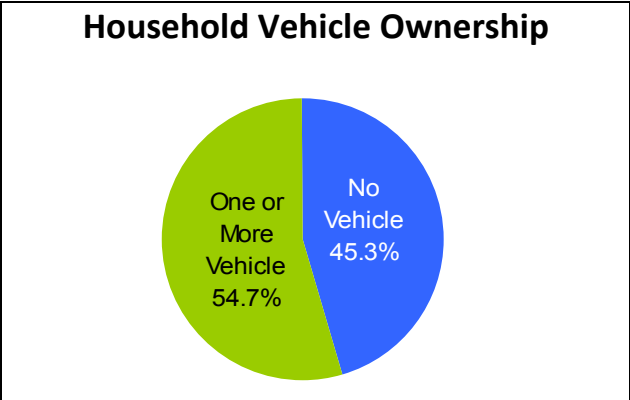
Only 2.8% of workers in Assemblymember Peter Abbate’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.2% would not be affected by the charge** because they don’t work in the congestion pricing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

Percent of households earning less than \$40,000 annually: 56.4%

Percent of households without a vehicle: 45.3%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$31,133	\$58,502



Percent commuting outside the CPZ: 63.9%

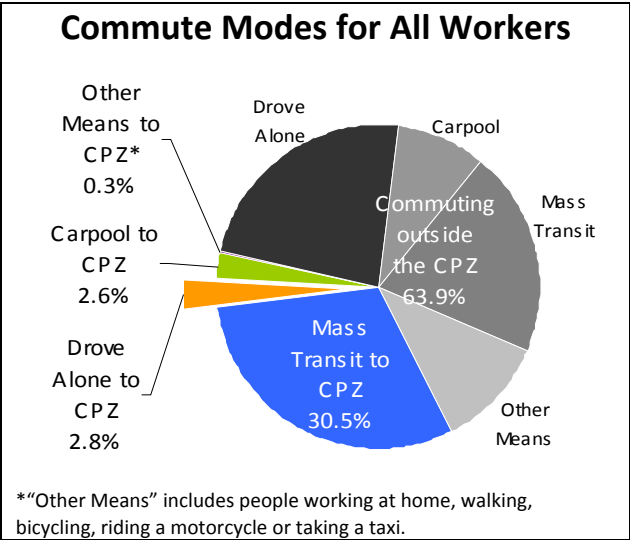
Percent commuting to the CPZ: 36.1%

Percent driving alone to the CPZ: 2.8%

Percent carpooling to the CPZ: 2.6%

Percent taking mass transit to the CPZ: 30.5%

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



Assembly District 50
Assemblymember Joseph Lentol
 Democrat Representing Brooklyn

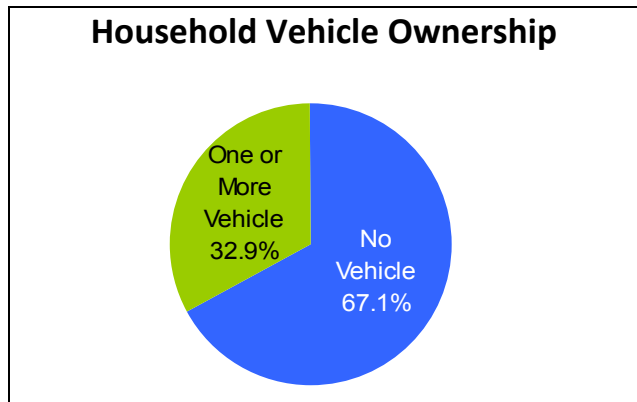
Only 2.5% of workers in Assemblymember Joseph Lentol’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.5% would not be affected by the charge** because they don’t work in the congestion pricing 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: 64.4%

Percent of households without a vehicle: 67.1%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$31,007	\$54,624



Percent commuting outside the CPZ: 60.7%

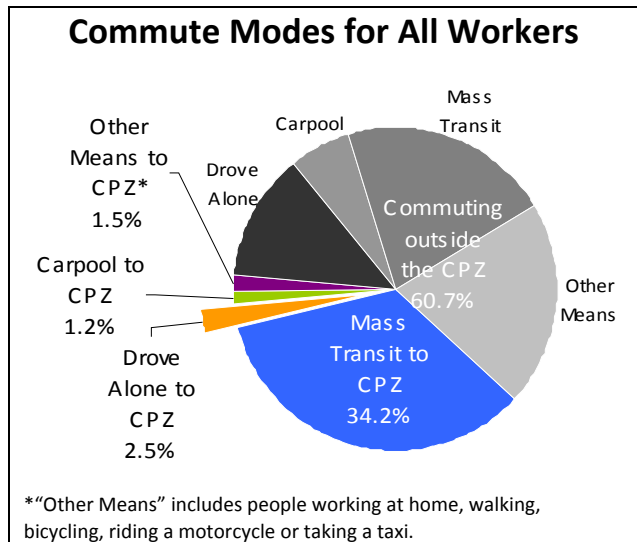
Percent commuting to the CPZ: 39.3%

Percent driving alone to the CPZ: 2.5%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 34.2%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 1.5%



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



Assembly District 51
Assemblymember Felix Ortiz
 Democrat Representing Brooklyn

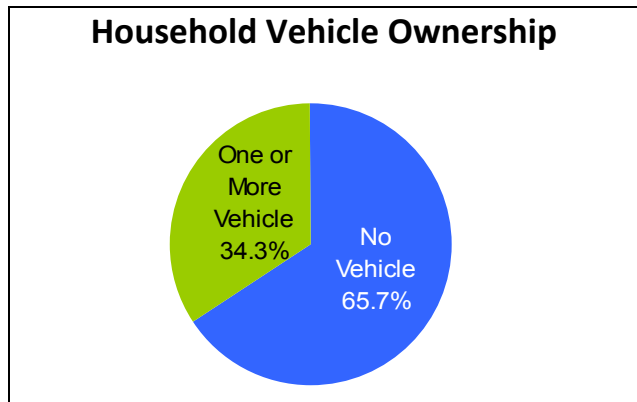
Only 2.2% of workers in Assemblymember Felix Ortiz’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.8% would not be affected by the charge** because they don’t work in the congestion pricing 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: 64.9%

Percent of households without a vehicle: 65.7%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$30,135	\$54,392



Percent commuting outside the CPZ: 68.3%

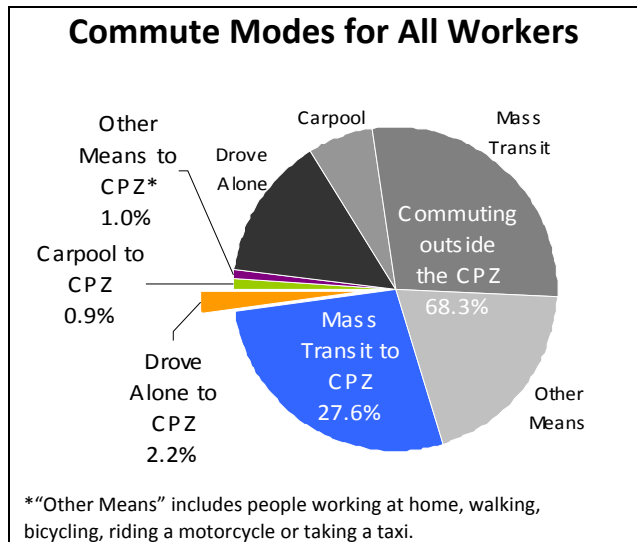
Percent commuting to the CPZ: 31.7%

Percent driving alone to the CPZ: 2.2%

Percent carpooling to the CPZ: 0.9%

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: 1.0%



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



Assembly District 52

Assemblymember Joan Millman

Democrat Representing Brooklyn

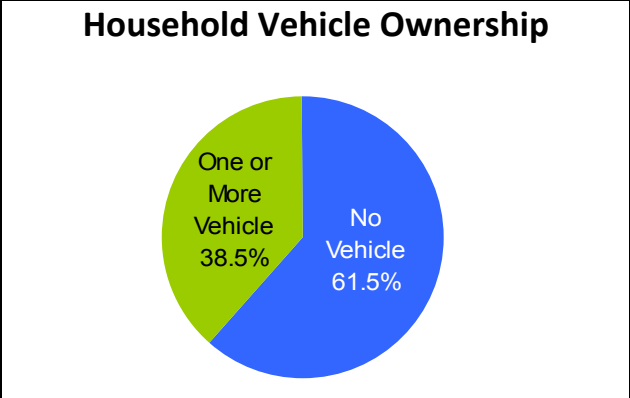
Only 2.1% of workers in Assemblymember Joan Millman’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.9% would not be affected by the charge** because they don’t work in the congestion pricing 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: 34.4%

Percent of households without a vehicle: 61.5%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$62,460	\$123,479



Percent commuting outside the CPZ: 41.8%

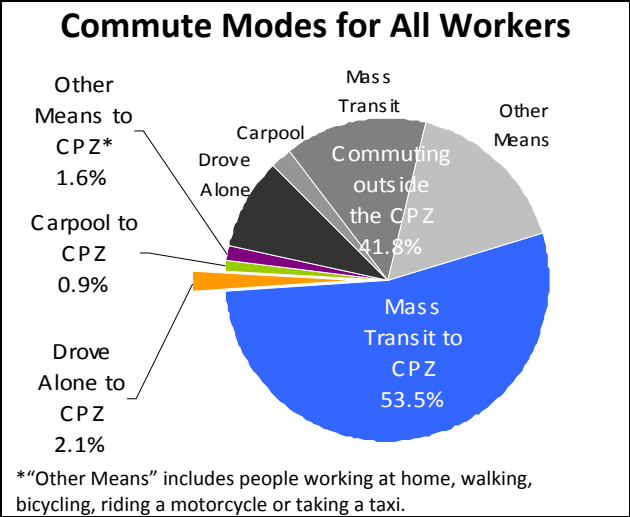
Percent commuting to the CPZ: 58.2%

Percent driving alone to the CPZ: 2.1%

Percent carpooling to the CPZ: 0.9%

Percent taking mass transit to the CPZ: 53.5%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 1.6%



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



Assembly District 53
Assemblymember Vito Lopez
 Democrat Representing Brooklyn

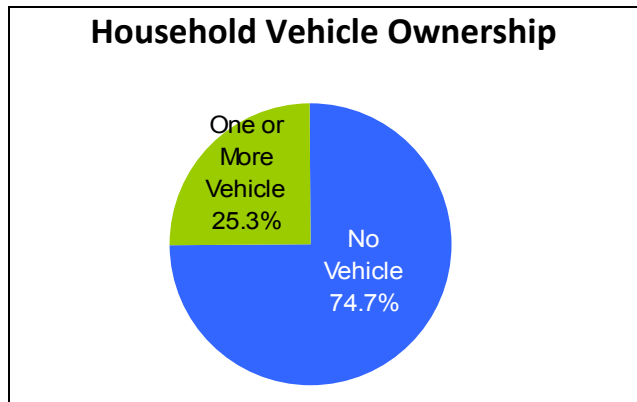
Only 1.2% of workers in Assemblymember Vito Lopez’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.8% would not be affected by the charge** because they don’t work in the congestion pricing 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: 73.4%

Percent of households without a vehicle: 74.7%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$27,346	\$49,028



Percent commuting outside the CPZ: 67.2%

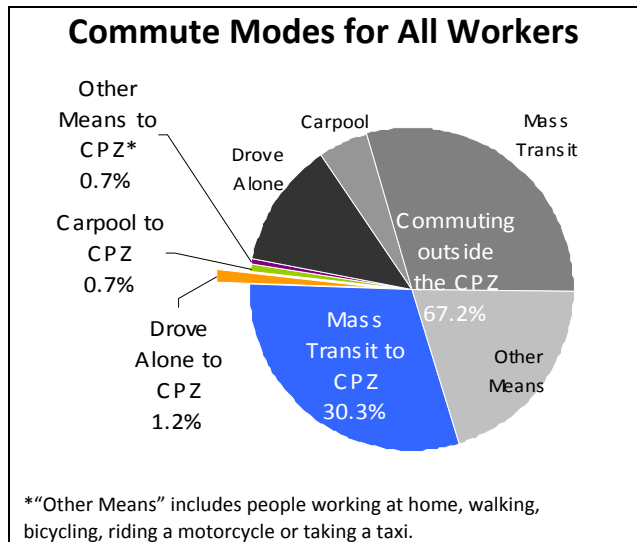
Percent commuting to the CPZ: 32.8%

Percent driving alone to the CPZ: 1.2%

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 30.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.7%



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 54

Assemblymember Darryl Towns

Democrat Representing Brooklyn

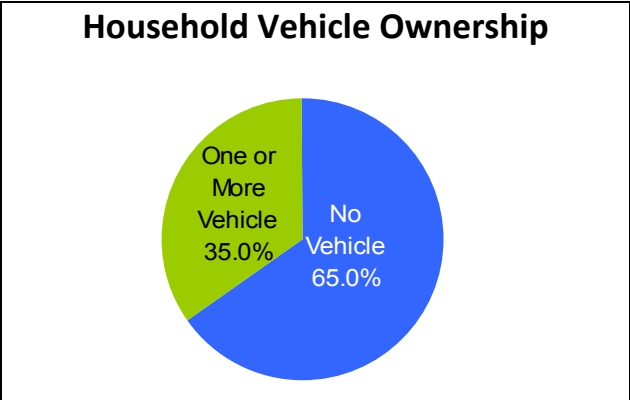
Only 2.3% of workers in Assemblymember Darryl Towns’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.7% would not be affected by the charge** because they don’t work in the congestion pricing 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: 70.0%

Percent of households without a vehicle: 65.0%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$24,582	\$50,569



Percent commuting outside the CPZ: 71.3%

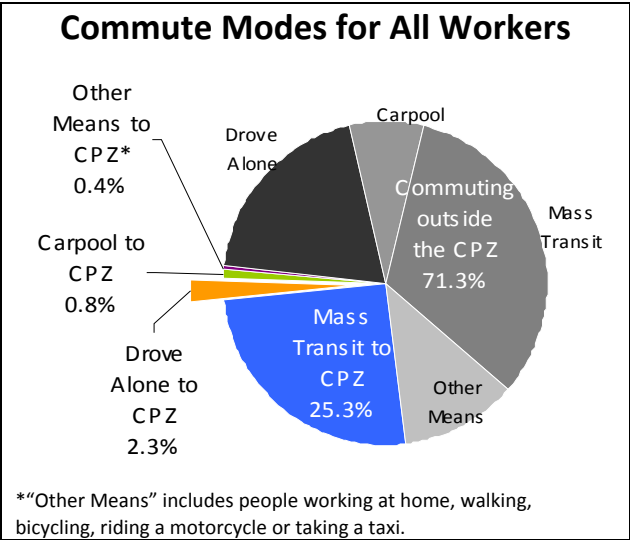
Percent commuting to the CPZ: 28.7%

Percent driving alone to the CPZ: 2.3%

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 25.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%



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



Assembly District 55
Assemblymember William Boyland, Jr.
 Democrat Representing Brooklyn

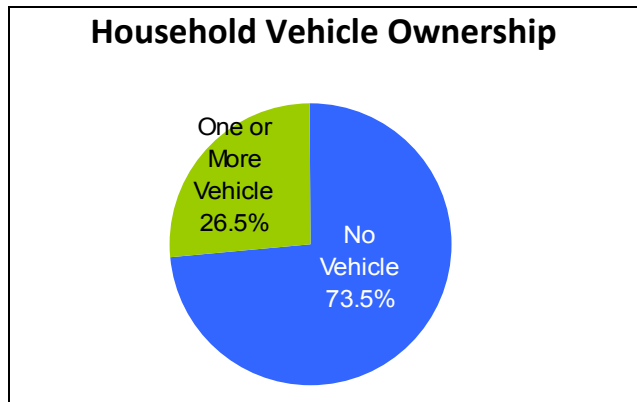
Only 1.9% of workers in Assemblymember William Boyland, Jr.'s district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.1% would not be affected by the charge** because they don't work in the congestion 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: **74.8%**

Percent of households without a vehicle: **73.5%**

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$22,651	\$47,909



Percent commuting outside the CPZ: **68.1%**

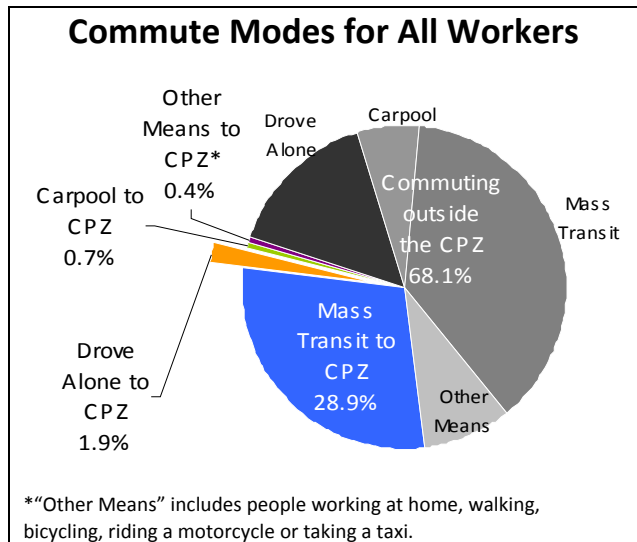
Percent commuting to the CPZ: **31.9%**

Percent driving alone to the CPZ: 1.9%

Percent carpooling to the CPZ: **0.7%**

Percent taking mass transit to the CPZ: **28.9%**

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: **0.4%**



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



Assembly District 56
Assemblymember Annette Robinson
 Democrat Representing Brooklyn

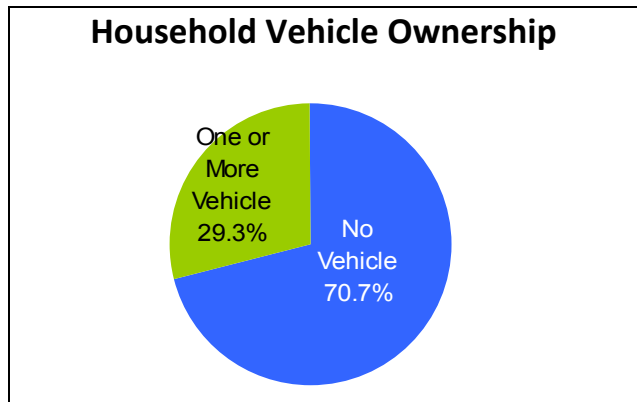
Only 2.4% of workers in Assemblymember Annette Robinson’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.6% would not be affected by the charge** because they don’t work in the congestion 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: 69.8%

Percent of households without a vehicle: 70.7%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$25,688	\$53,356



Percent commuting outside the CPZ: 66.9%

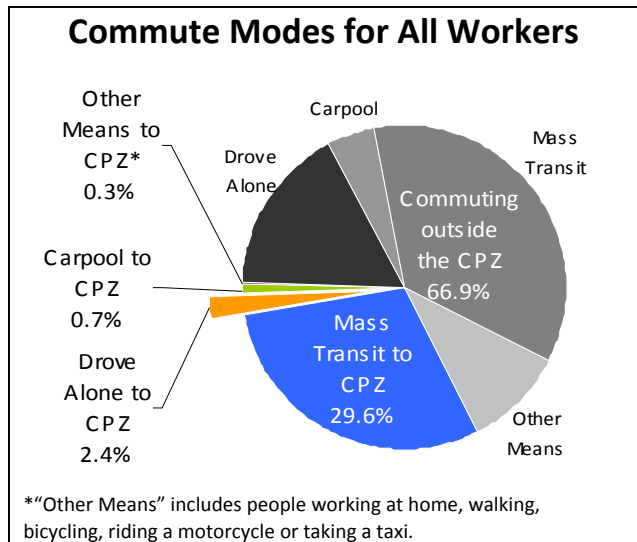
Percent commuting to the CPZ: 33.1%

Percent driving alone to the CPZ: 2.4%

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 29.6%

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



Assembly District 57
Assemblymember Hakeem Jeffries
 Democrat Representing Brooklyn

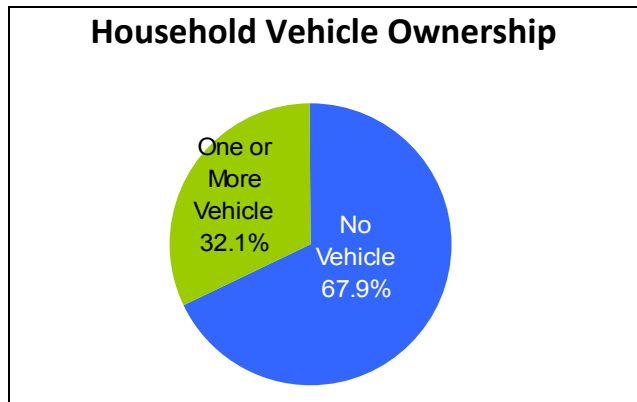
Only 2.2% of workers in Assemblymember Hakeem Jeffries’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.8% would not be affected by the charge** because they don’t work in the congestion 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: 56.7%

Percent of households without a vehicle: 67.9%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$37,737	\$68,562



Percent commuting outside the CPZ: 54.9%

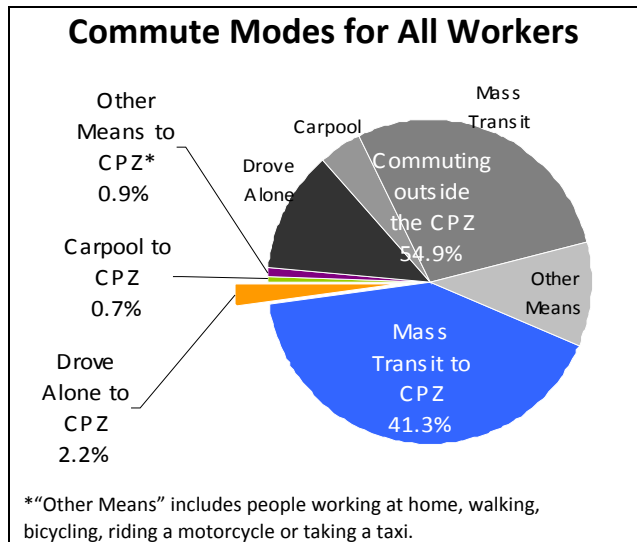
Percent commuting to the CPZ: 45.1%

Percent driving alone to the CPZ: 2.2%

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 41.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.9%



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 58
Assemblymember N. Nick Perry
 Democrat Representing Brooklyn

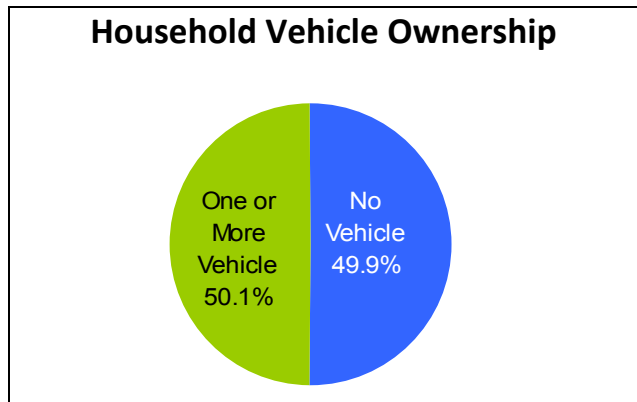
Only 2.9% of workers in Assemblymember N. Nick Perry's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.1% would not be affected by the charge** because they don't work in the congestion pricing 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: 54.5%

Percent of households without a vehicle: 49.9%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$33,508	\$58,119



Percent commuting outside the CPZ: 69.4%

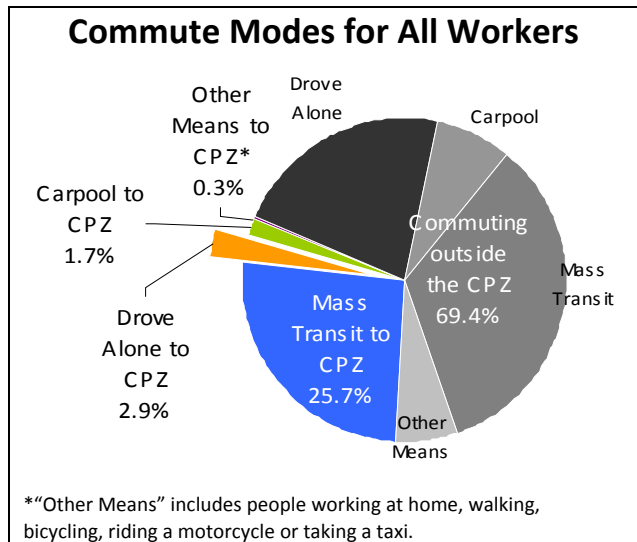
Percent commuting to the CPZ: 30.6%

Percent driving alone to the CPZ: 2.9%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 25.7%

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



Assembly District 59
Assemblymember Alan Maisel
 Democrat Representing Brooklyn

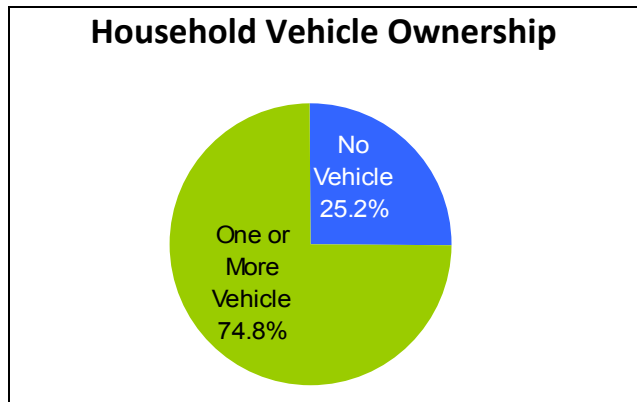
Only 5.8% of workers in Assemblymember Alan Maisel’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **94.2% would not be affected by the charge** because they don’t work in the congestion pricing 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: 38.8%

Percent of households without a vehicle: 25.2%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$35,145	\$69,185



Percent commuting outside the CPZ: 72.8%

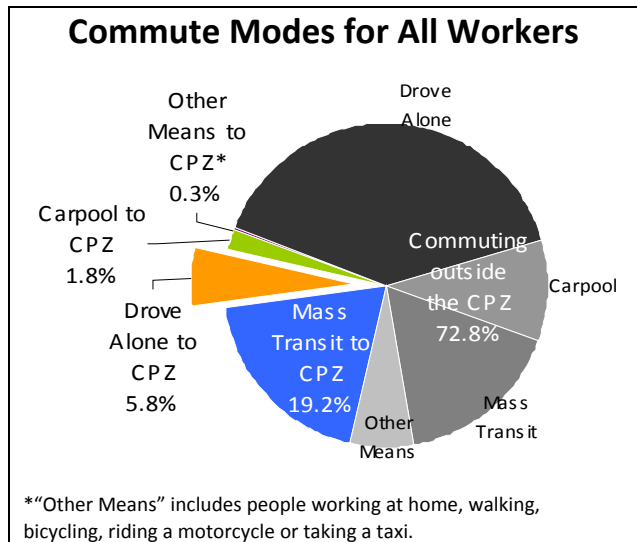
Percent commuting to the CPZ: 27.2%

Percent driving alone to the CPZ: 5.8%

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 19.2%

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



Assembly District 60
Assemblymember Janele Hyer-Spencer
 Democrat Representing Staten Island

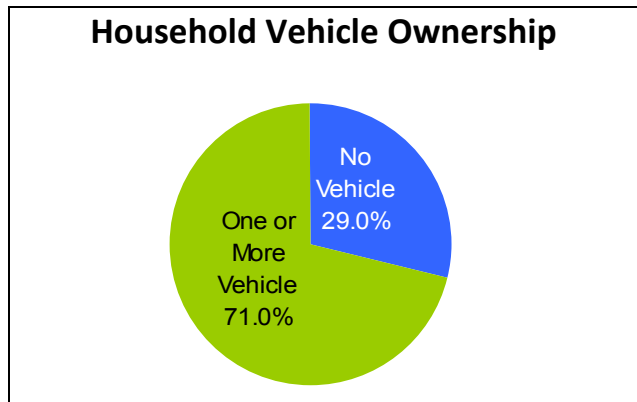
Only 5.9% of workers in Assemblymember Janele Hyer-Spencer’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **94.1% would not be affected by the charge** because they don’t work in the congestion 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: 41.5%

Percent of households without a vehicle: 29.0%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$33,757	\$72,388



Percent commuting outside the CPZ: 68.3%

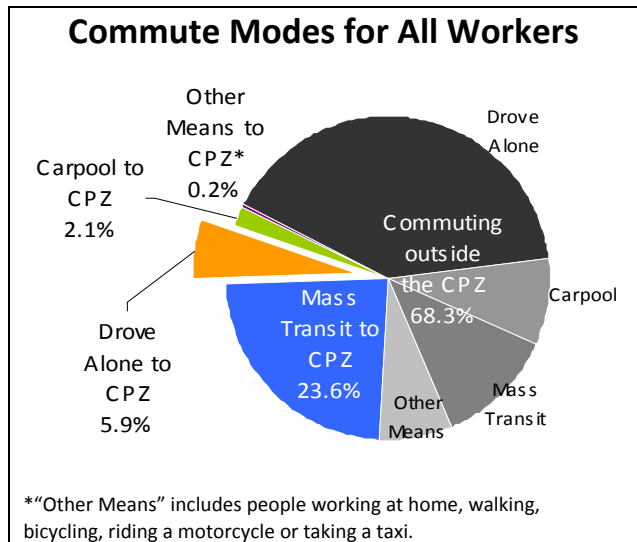
Percent commuting to the CPZ: 31.7%

Percent driving alone to the CPZ: 5.9%

Percent carpooling to the CPZ: 2.1%

Percent taking mass transit to the CPZ: 23.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.2%



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 61
Assemblymember Matthew Titone
 Democrat Representing Staten Island

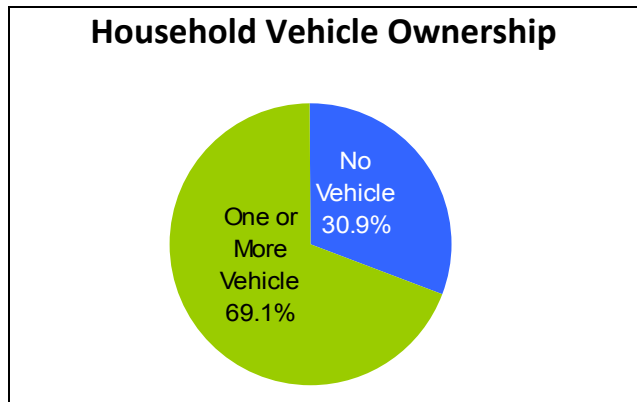
Only 5.1% of workers in Assemblymember Matthew Titone’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **94.9% would not be affected by the charge** because they don’t work in the congestion pricing 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: 45.5%

Percent of households without a vehicle: 30.9%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$26,875	\$68,203



Percent commuting outside the CPZ: 73.3%

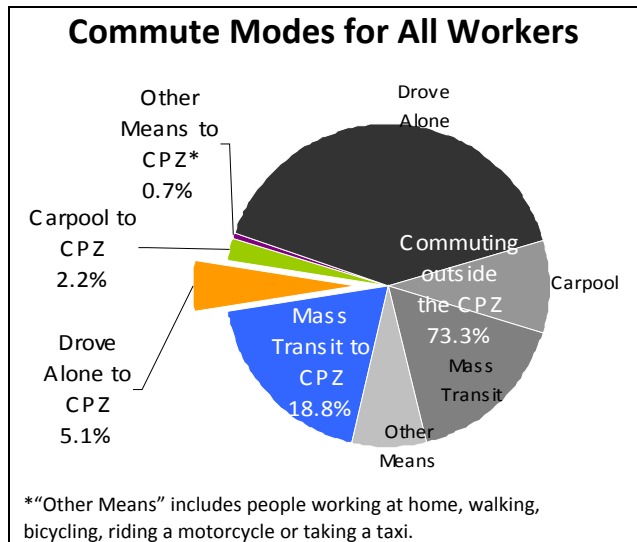
Percent commuting to the CPZ: 26.7%

Percent driving alone to the CPZ: 5.1%

Percent carpooling to the CPZ: 2.2%

Percent taking mass transit to the CPZ: 18.8%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.7%



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 62
Assemblymember Lou Tobacco
 Republican Representing Staten Island

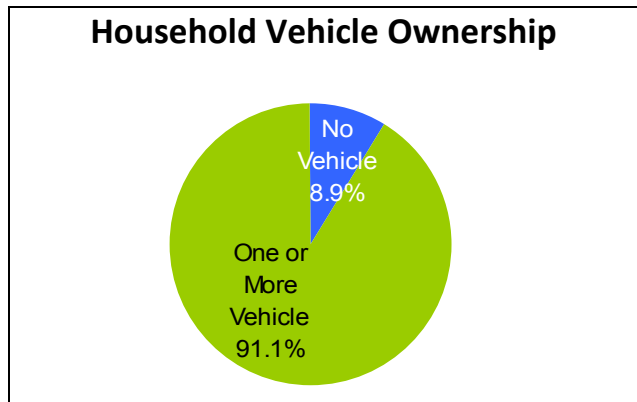
Only 7.2% of workers in Assemblymember Lou Tobacco’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **92.8% would not be affected by the charge** because they don’t work in the congestion pricing 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: 27.0%

Percent of households without a vehicle: 8.9%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$35,081	\$81,743



Percent commuting outside the CPZ: 73.6%

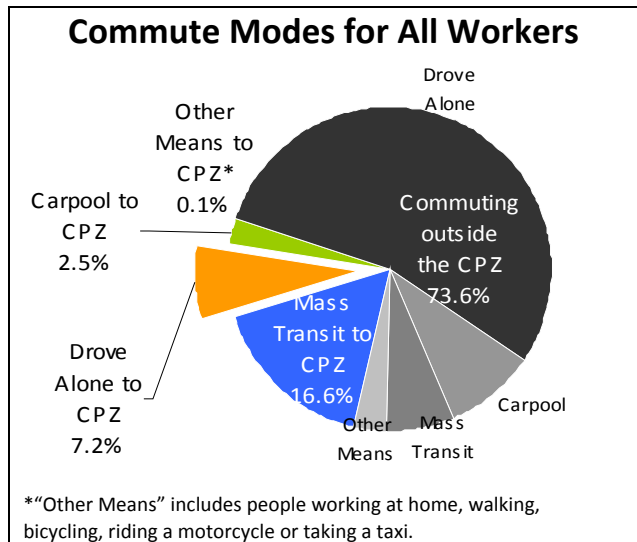
Percent commuting to the CPZ: 26.4%

Percent driving alone to the CPZ: 7.2%

Percent carpooling to the CPZ: 2.5%

Percent taking mass transit to the CPZ: 16.6%

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



Assembly District 63
Assemblymember Michael Cusick
 Democrat Representing Staten Island

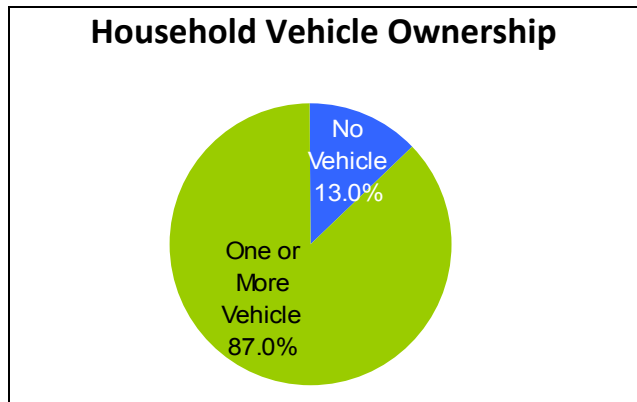
Only 5.7% of workers in Assemblymember Michael Cusick’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **94.3% would not be affected by the charge** because they don’t work in the congestion pricing 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: 31.4%

Percent of households without a vehicle: 13.0%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$32,440	\$78,079



Percent commuting outside the CPZ: 72.9%

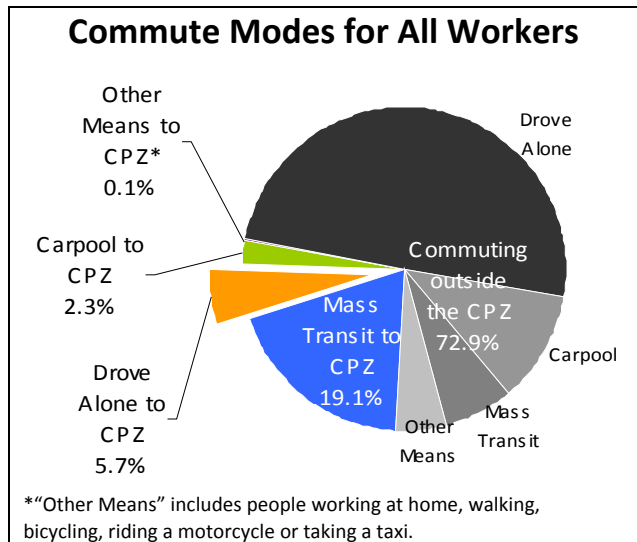
Percent commuting to the CPZ: 27.1%

Percent driving alone to the CPZ: 5.7%

Percent carpooling to the CPZ: 2.3%

Percent taking mass transit to the CPZ: 19.1%

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



Assembly District 64
Assemblymember Sheldon Silver
 Democrat Representing Manhattan

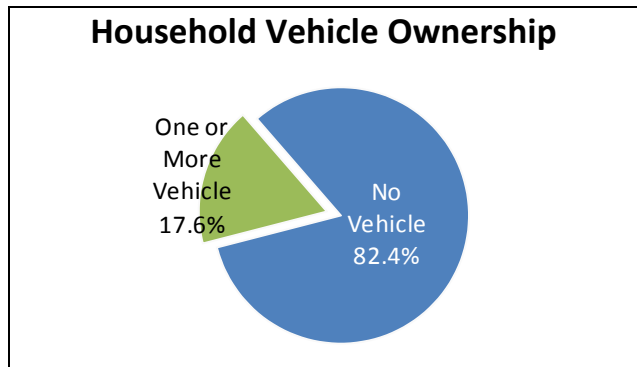
Only 5.6% of workers in Assemblymember Sheldon Silver’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 2.3% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.3% would pay the full rate because they reside within the zone, 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: 58.6%

Percent of households without a vehicle: 82.4%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$45,185	\$94,024



Percent commuting outside the CPZ: 21.4%

Percent living in the CPZ but driving alone to outside the CPZ: 3.3%

Percent living outside the CPZ and driving alone outside the CPZ: 0%

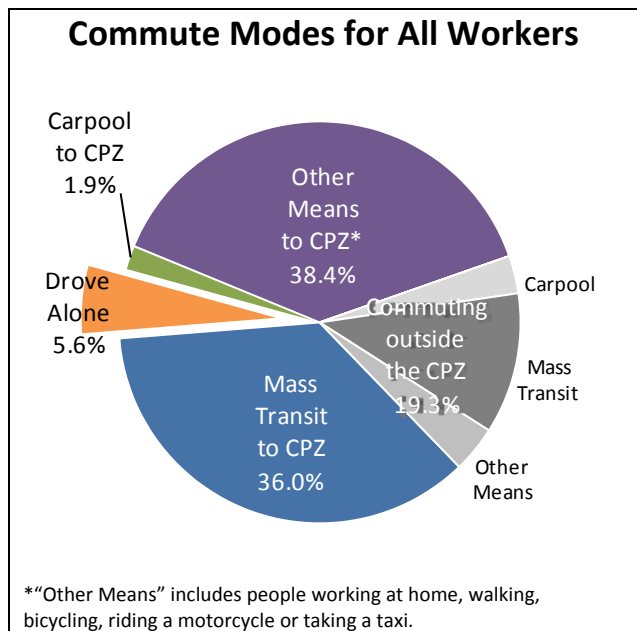
Percent commuting to the CPZ: 78.6%

Percent driving alone to the CPZ: 2.3%

Percent carpooling to the CPZ: 1.9%

Percent taking mass transit to the CPZ: 36.0%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 38.4%



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



Assembly District 65
Assemblymember Micah Kellner
 Democrat Representing Manhattan

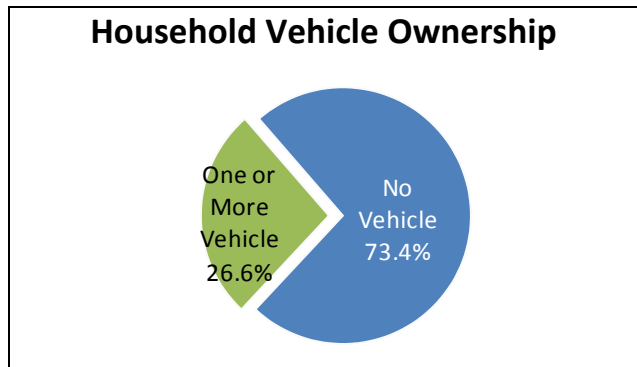
Only 7.0% of workers from Assemblymember Micah Kellner’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 2.4% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 4.6% would pay the full rate because they reside outside of the zone, but drive to work in the zone, or they live within the zone, but drive to work outside of it. **The vast majority, 93.0% would not be affected by the charge.**

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

Percent of households without a vehicle: 73.4%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$85,695	\$183,365



Percent commuting outside the CPZ: 19.3%

Percent living in the CPZ but driving alone to outside the CPZ: 3.9%

Percent living outside the CPZ and driving alone outside the CPZ: 1.5%

Percent commuting to the CPZ: 80.7%

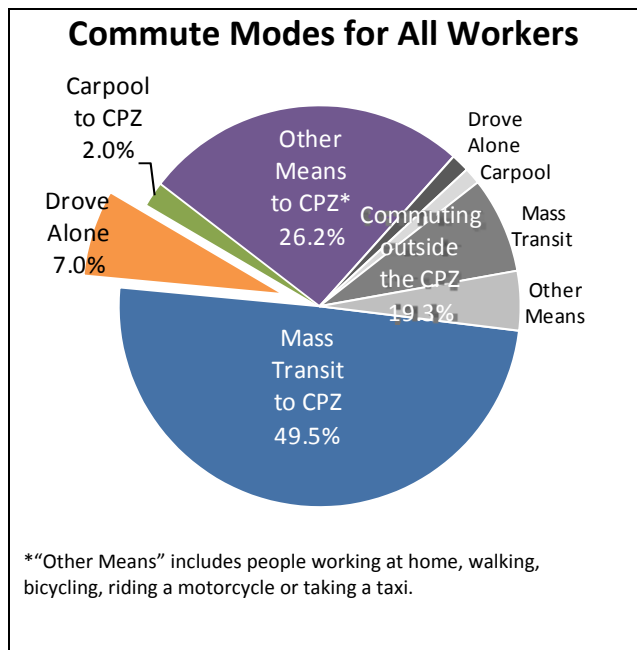
Percent living inside CPZ and driving alone within the CPZ: 2.4%

Percent living outside CPZ but driving alone into CPZ: 0.7%

Percent carpooling to the CPZ: 2.0%

Percent taking mass transit to the CPZ: 49.5%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 26.2%



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 66
Assemblymember Deborah Glick
 Democrat Representing Manhattan

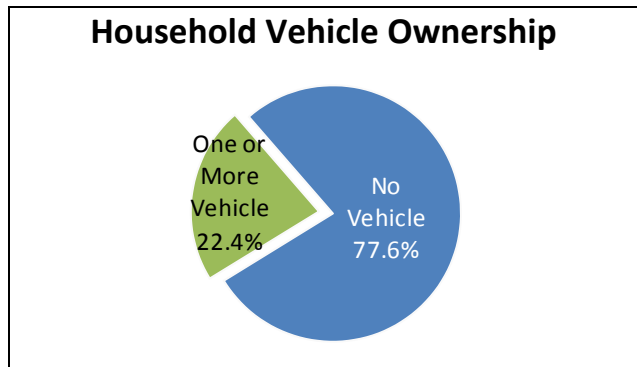
Only 4.6% of workers in Assemblymember Deborah Glick’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.4% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.2% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, **95.4% would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: **32.4%**

Percent of households without a vehicle: **77.6%**

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$85,174	\$182,487



Percent commuting outside the CPZ: **14.2%**

Percent living in the CPZ but driving alone to outside the CPZ: 3.2%

Percent living outside the CPZ and driving alone outside the CPZ: **0%**

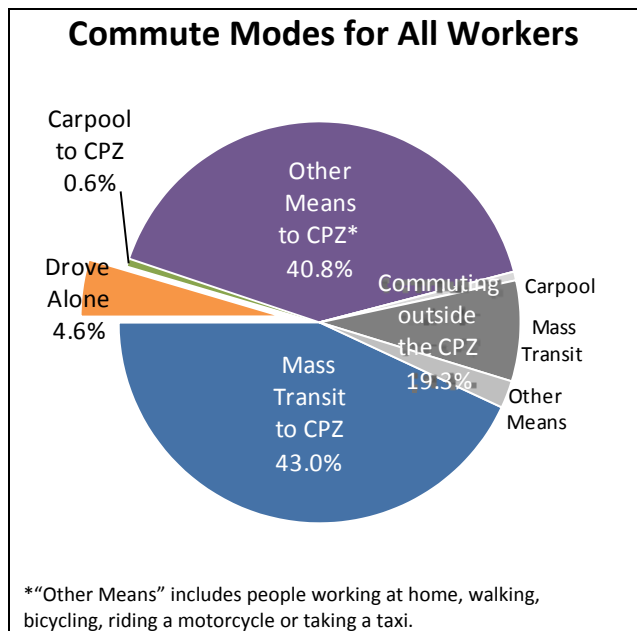
Percent commuting to the CPZ: **85.8%**

Percent driving alone to the CPZ: 1.4%

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

Percent taking mass transit to the CPZ: **43.0%**

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: **40.8%**



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



Assembly District 67
Assemblymember Linda Rosenthal
 Democrat Representing Manhattan

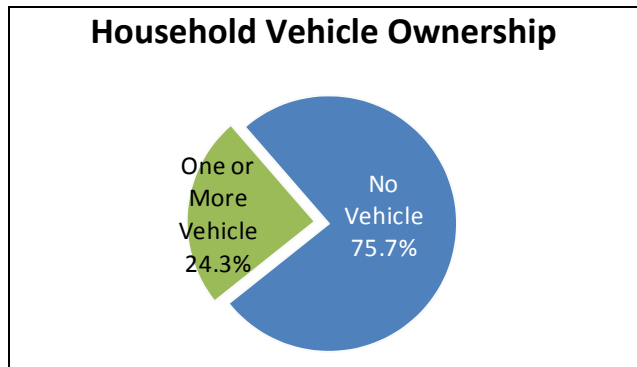
Only 5.9% of workers from Assemblymember Linda Rosenthal’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.5% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 4.4% would pay the full rate because they reside outside of 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, 94.1% would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: 31.6%

Percent of households without a vehicle: 75.7%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$91,349	\$195,367



Percent commuting outside the CPZ: 21.2%

Percent living in the CPZ but driving alone to outside the CPZ: 4.0%

Percent living outside the CPZ and driving alone outside the CPZ: 1.3%

Percent commuting to the CPZ: 78.8%

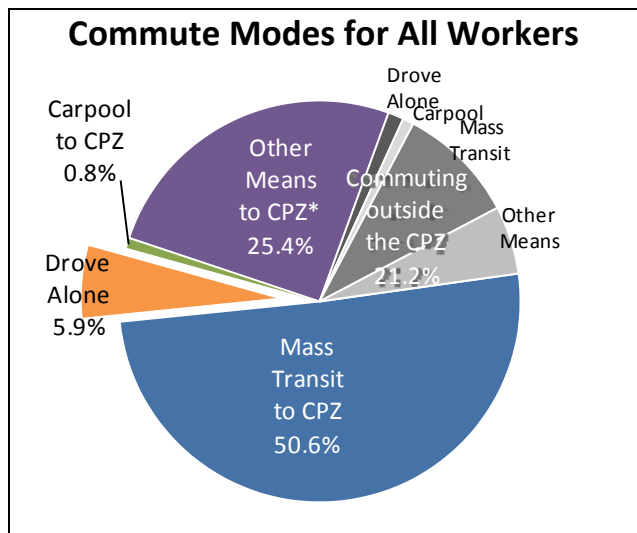
Percent living inside CPZ and driving alone within the CPZ: 1.5%

Percent living outside CPZ but driving alone into CPZ: 0.4%

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 50.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 25.4%



*"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 68

Assemblymember Adam Clayton Powell IV

Democrat Representing Manhattan

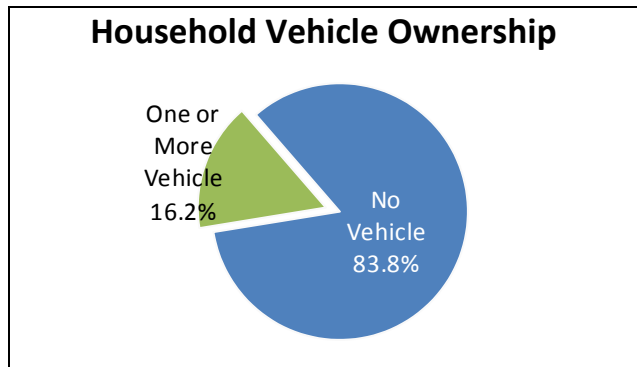
Only 2.9% of workers in Assemblymember Adam Clayton Powell IV's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.1% would not be affected by the charge** because they don't work in the congestion 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: 72.6%

Percent of households without a vehicle: 83.8%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$30,933	\$68,448



Percent commuting outside the CPZ: 45.2%

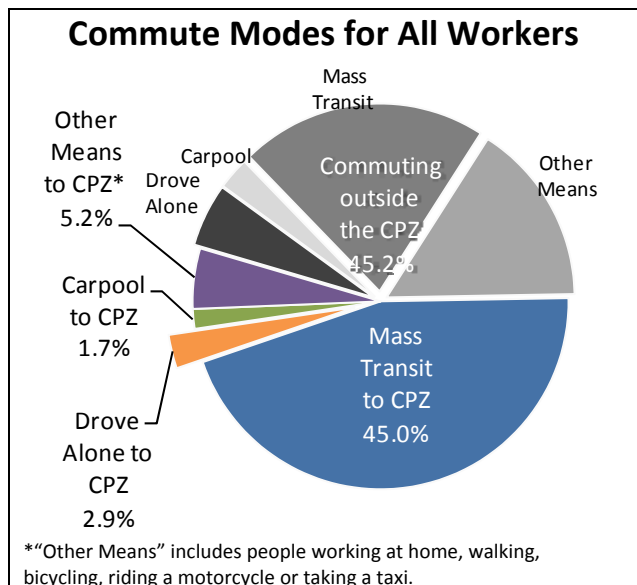
Percent commuting to the CPZ: 54.8%

Percent driving alone to the CPZ: 2.9%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 45.0%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 5.2%



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 69
Assemblymember Daniel O'Donnell
 Democrat Representing Manhattan

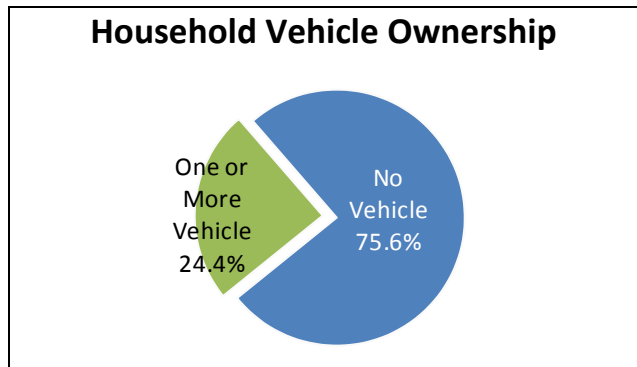
Only 2.1% of workers in Assemblymember Daniel O'Donnell's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.9% would not be affected by the charge** because they don't work in the congestion 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: **44.1%**

Percent of households without a vehicle: **75.6%**

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$58,113	\$131,816



Percent commuting outside the CPZ: **43.4%**

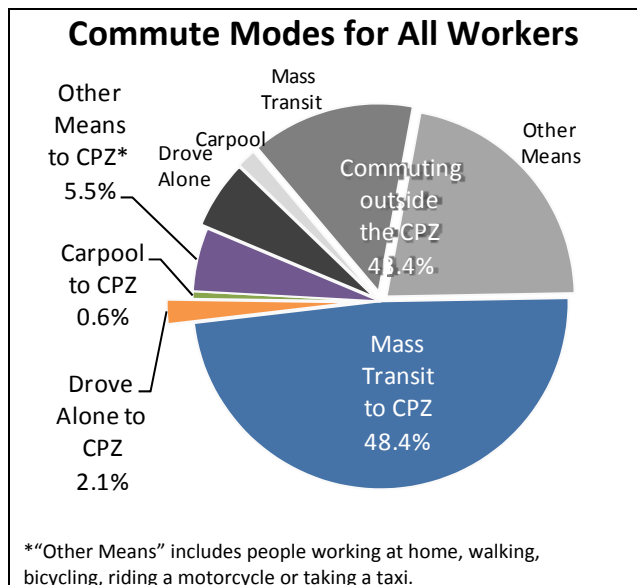
Percent commuting to the CPZ: **56.6%**

Percent driving alone to the CPZ: 2.1%

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

Percent taking mass transit to the CPZ: **48.4%**

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: **5.5%**



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



Assembly District 70
Assemblymember Keith L. T. Wright
 Democrat Representing Manhattan

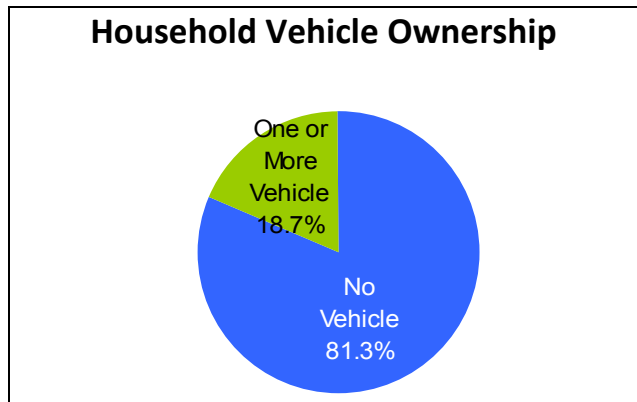
Only 3.1% of workers in Assemblymember Keith L. T. Wright’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.9% would not be affected by the charge** because they don’t work in the congestion 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: 73.2%

Percent of households without a vehicle: 81.3%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$28,580	\$49,977



Percent commuting outside the CPZ: 47.8%

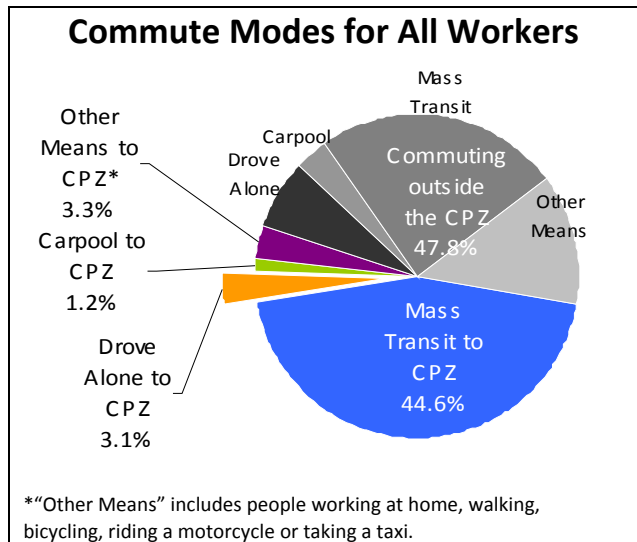
Percent commuting to the CPZ: 52.2%

Percent driving alone to the CPZ: 3.1%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 44.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 3.3%



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



Assembly District 71
Assemblymember Herman D. Farrell
 Democrat Representing Manhattan

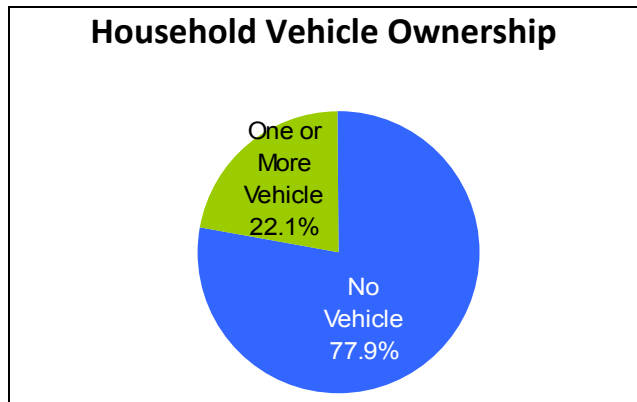
Only 3.4% of workers in Assemblymember Herman D. Farrell’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.6% would not be affected by the charge** because they don’t work in the congestion 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: 63.9%

Percent of households without a vehicle: 77.9%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$34,219	\$61,063



Percent commuting outside the CPZ: 50.4%

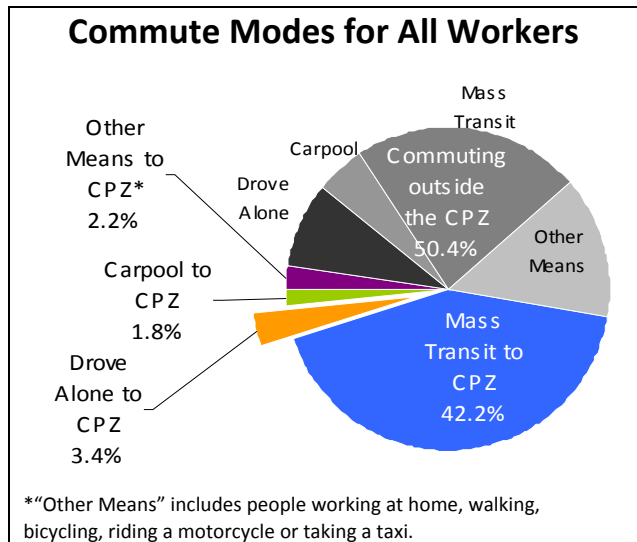
Percent commuting to the CPZ: 49.6%

Percent driving alone to the CPZ: 3.4%

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 42.2%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 2.2%



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 72
Assemblymember Adriano Espaillat
 Democrat Representing Manhattan

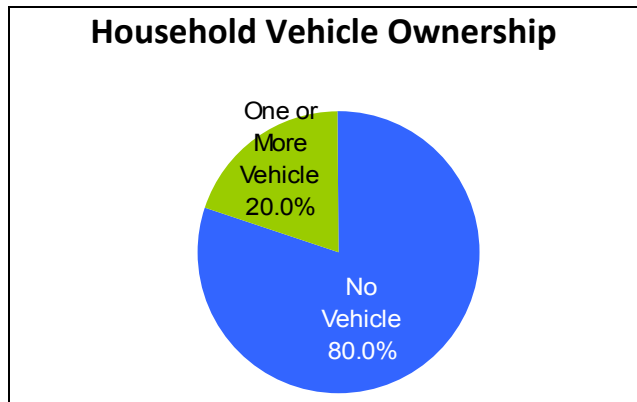
Only 2.7% of workers in Assemblymember Adriano Espaillat’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.3% would not be affected by the charge** because they don’t work in the congestion 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: 69.0%

Percent of households without a vehicle: 80.0%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$32,323	\$48,746



Percent commuting outside the CPZ: 59.0%

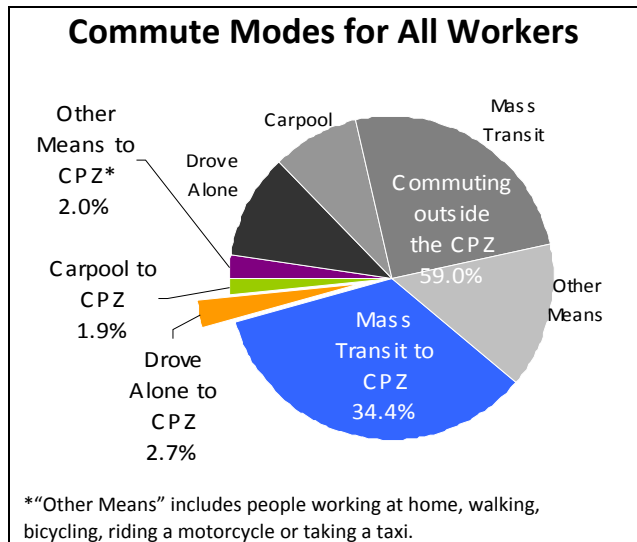
Percent commuting to the CPZ: 41.0%

Percent driving alone to the CPZ: 2.7%

Percent carpooling to the CPZ: 1.9%

Percent taking mass transit to the CPZ: 34.4%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 2.0%



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



Assembly District 73
Assemblymember Jonathan Bing
 Democrat Representing Manhattan

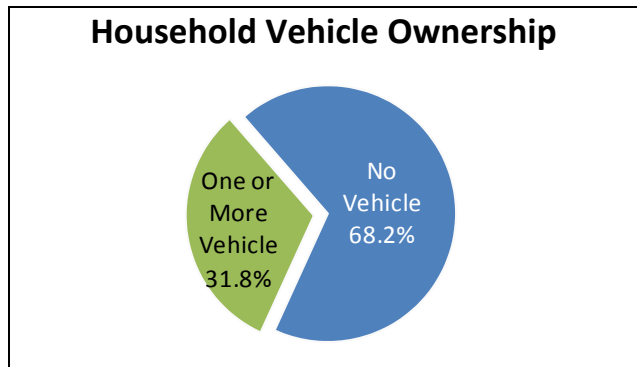
Only 6.0% of workers from Assemblymember Jonathan Bing’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 2.2% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.8% would pay the full rate because they reside outside of the zone, but drive to work in the zone, or they live within the zone, but drive to work outside of it. **The vast majority, 94.0% would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: 21.2%

Percent of households without a vehicle: 68.2%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$124,716	\$301,281



Percent commuting outside the CPZ: 18.5%

Percent living in the CPZ but driving alone to outside the CPZ: 3.1%

Percent living outside the CPZ and driving alone outside the CPZ: 1.4%

Percent commuting to the CPZ: 81.5%

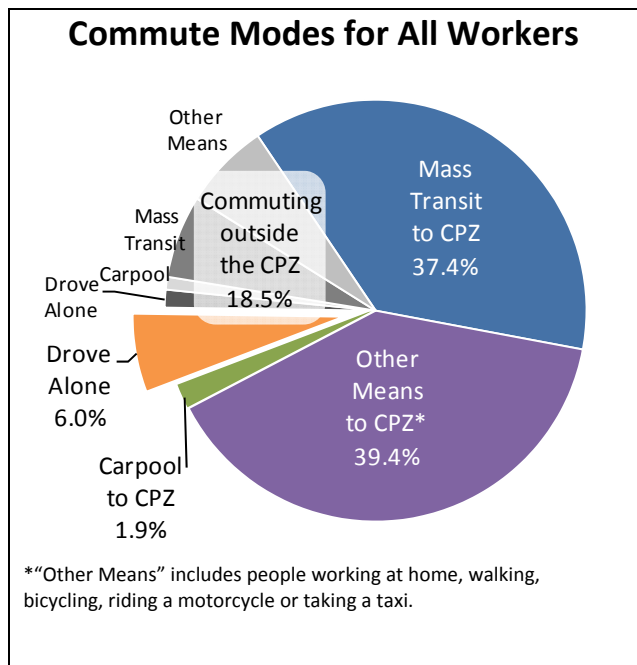
Percent living inside CPZ and driving alone within the CPZ: 2.2%

Percent living outside CPZ but driving alone into CPZ: 0.7%

Percent carpooling to the CPZ: 1.9%

Percent taking mass transit to the CPZ: 37.4%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 39.4%



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



Assembly District 74
Assemblymember Brian Kavanagh
 Democrat Representing Manhattan

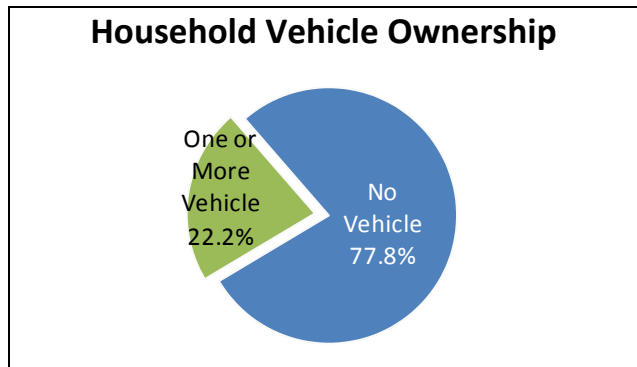
Only 6.9% of workers in Assemblymember Brian Kavanagh’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 2.8% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 4.1% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, **93.1% would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: 39.3%

Percent of households without a vehicle: 77.8%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$65,457	\$137,471



Percent commuting outside the CPZ: 16.7%

Percent living in the CPZ but driving alone to outside the CPZ: 4.1%

Percent living outside the CPZ and driving alone outside the CPZ: 0%

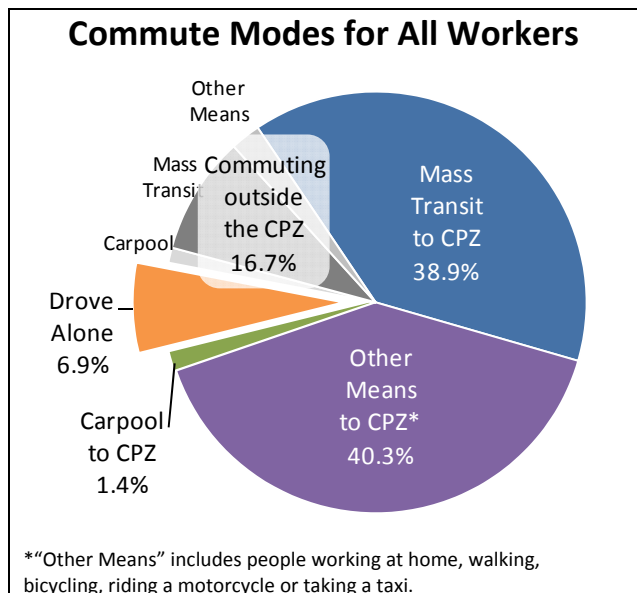
Percent commuting to the CPZ: 83.3%

Percent driving alone to the CPZ: 2.8%

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 38.9%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 40.3%



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



Assembly District 75
Assemblymember Richard Gottfried
 Democrat Representing Manhattan

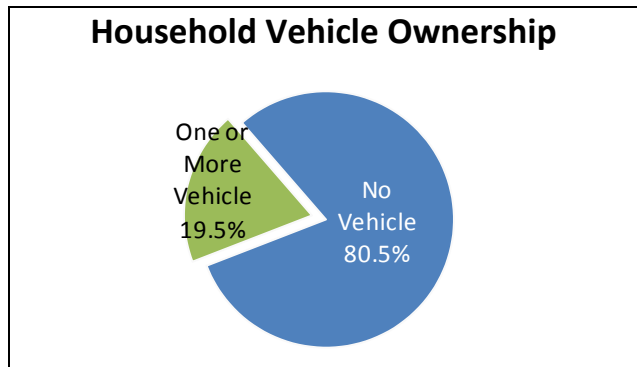
Only 5.0% of workers in Assemblymember Richard Gottfried’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.5% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.5% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, **95.0% would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: **34.1%**

Percent of households without a vehicle: **80.5%**

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$85,225	\$192,687



Percent commuting outside the CPZ: **15.7%**

Percent living in the CPZ but driving alone to outside the CPZ: 3.5%

Percent living outside the CPZ and driving alone outside the CPZ: **0%**

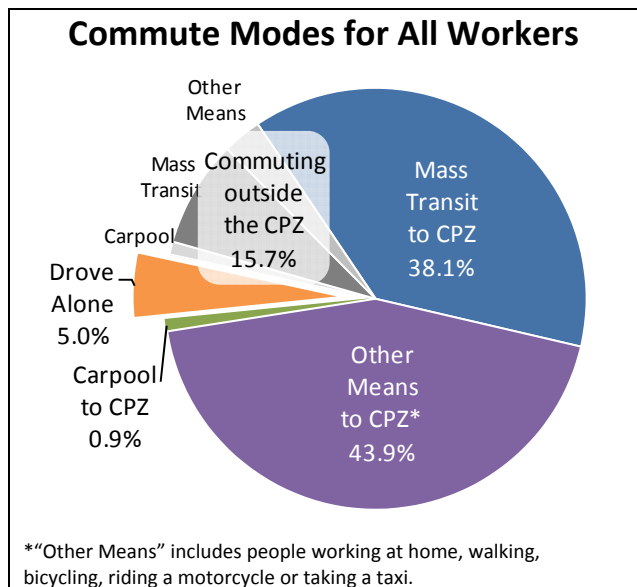
Percent commuting to the CPZ: **84.3%**

Percent driving alone to the CPZ: 1.5%

Percent carpooling to the CPZ: **0.9%**

Percent taking mass transit to the CPZ: **38.1%**

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: **43.9%**



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 76
Assemblymember Peter Rivera
 Democrat Representing Bronx

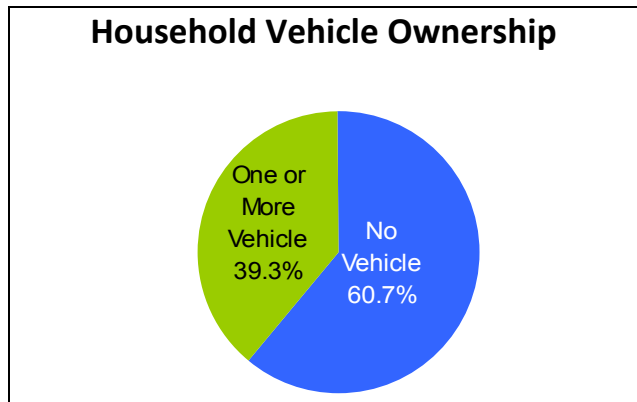
Only 4.2% of workers in Assemblymember Peter Rivera’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.8% would not be affected by the charge** because they don’t work in the congestion pricing 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: 63.9%

Percent of households without a vehicle: 60.7%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$28,320	\$51,501



Percent commuting outside the CPZ: 64.2%

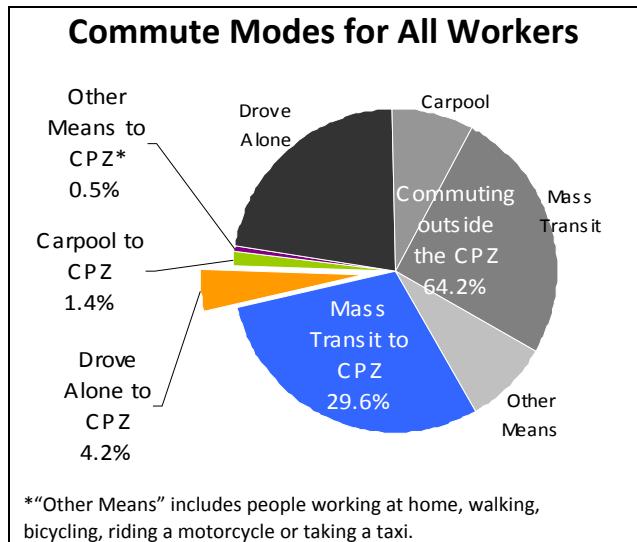
Percent commuting to the CPZ: 35.8%

Percent driving alone to the CPZ: 4.2%

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 29.6%

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



Assembly District 77
Assemblymember Aurelia Greene
 Democrat Representing Bronx

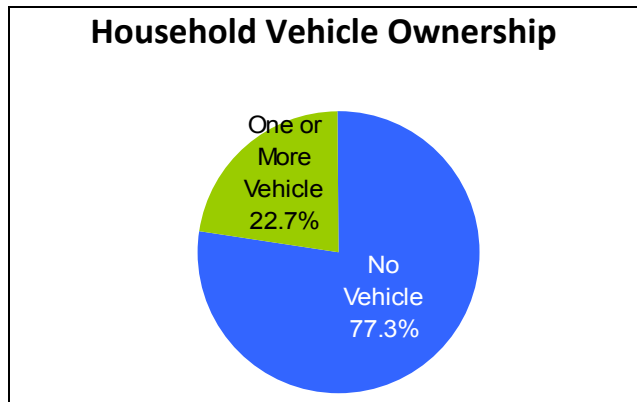
Only 2.6% of workers in Assemblymember Aurelia Greene’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.4% would not be affected by the charge** because they don’t work in the congestion pricing 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: 76.0%

Percent of households without a vehicle: 77.3%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$27,104	\$44,696



Percent commuting outside the CPZ: 67.7%

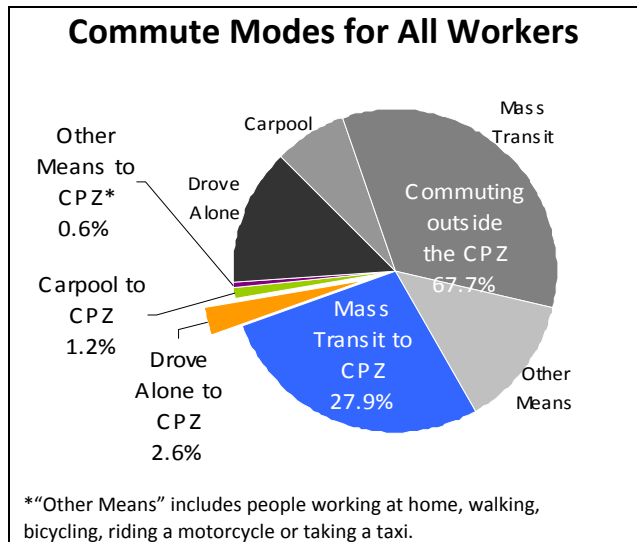
Percent commuting to the CPZ: 32.3%

Percent driving alone to the CPZ: 2.6%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 27.9%

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



Assembly District 78
Assemblymember Jose Rivera
 Democrat Representing Bronx

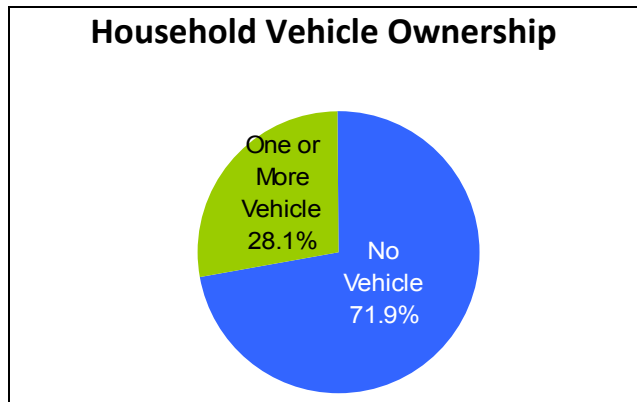
Only 2.3% of workers in Assemblymember Jose Rivera’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.7% would not be affected by the charge** because they don’t work in the congestion pricing 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: 70.1%

Percent of households without a vehicle: 71.9%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$26,692	\$48,776



Percent commuting outside the CPZ: 69.0%

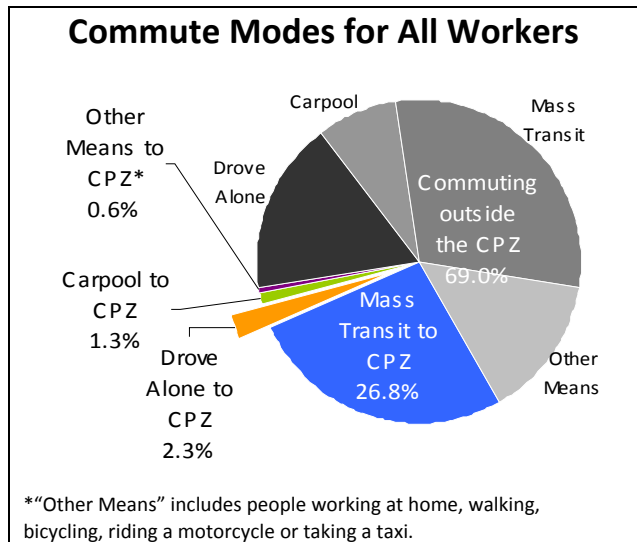
Percent commuting to the CPZ: 31.0%

Percent driving alone to the CPZ: 2.3%

Percent carpooling to the CPZ: 1.3%

Percent taking mass transit to the CPZ: 26.8%

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



Assembly District 79
Assemblymember Michael Benjamin
 Democrat Representing Bronx

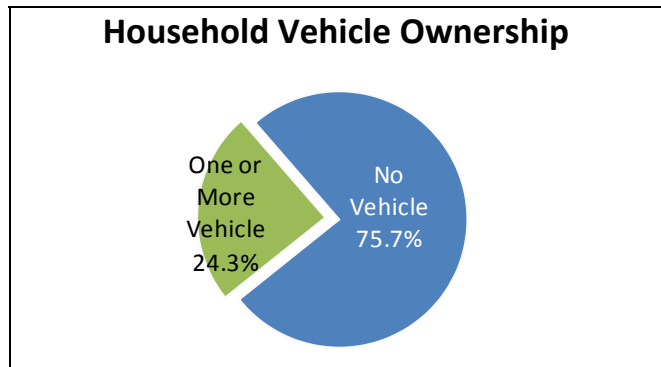
Only 3.1% of workers in Assemblymember Michael Benjamin’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.9% would not be affected by the charge** because they don’t work in the congestion 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: 78.6%

Percent of households without a vehicle: 75.7%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$23,361	\$42,550



Percent commuting outside the CPZ: 69.5%

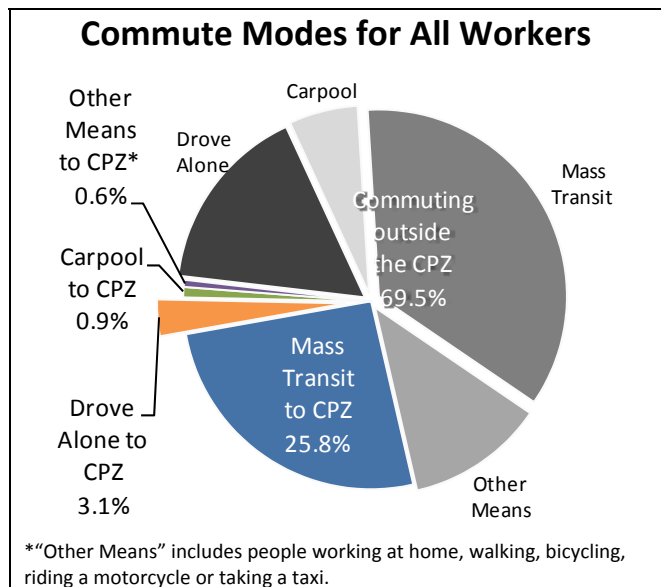
Percent commuting to the CPZ: 30.5%

Percent driving alone to the CPZ: 3.1%

Percent carpooling to the CPZ: 0.9%

Percent taking mass transit to the CPZ: 25.8%

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



Assembly District 80
Assemblymember Naomi Rivera
 Democrat Representing Bronx

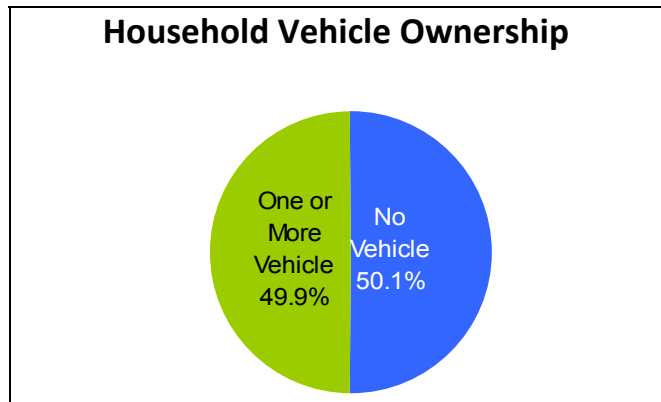
Only 3.5% of workers in Assemblymember Naomi Rivera’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.5% would not be affected by the charge** because they don’t work in the congestion pricing 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: 57.3%

Percent of households without a vehicle: 50.1%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$29,369	\$56,322



Percent commuting outside the CPZ: 70.7%

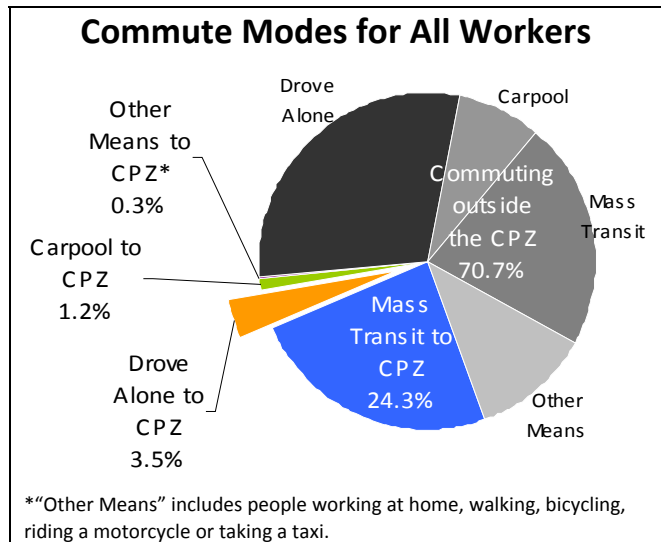
Percent commuting to the CPZ: 29.3%

Percent driving alone to the CPZ: 3.5%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 24.3%

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



Assembly District 81
Assemblymember Jeffrey Dinowitz
 Democrat Representing Bronx

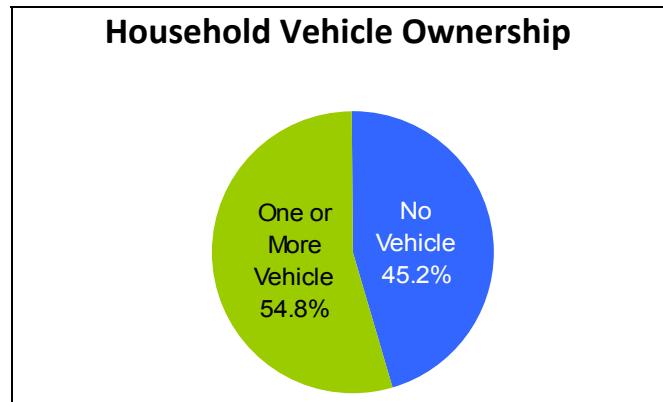
Only 5.2% of workers in Assemblymember Jeffrey Dinowitz’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **94.8% would not be affected by the charge** because they don’t work in the congestion 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: 47.0%

Percent of households without a vehicle: 45.2%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$34,869	\$77,145



Percent commuting outside the CPZ: 64.0%

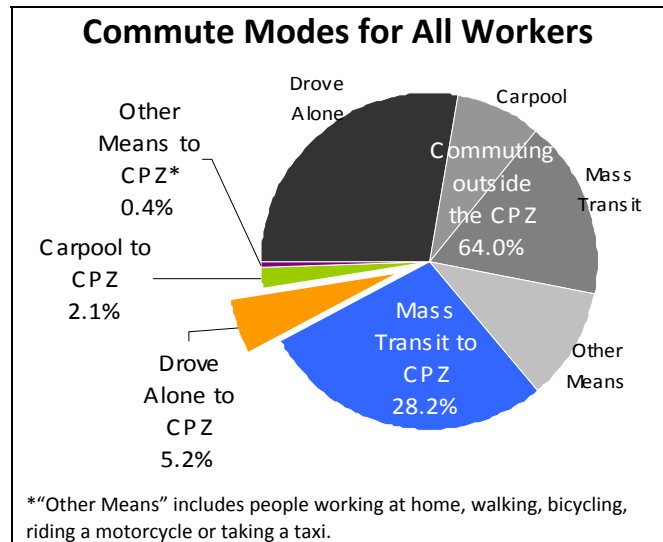
Percent commuting to the CPZ: 36.0%

Percent driving alone to the CPZ: 5.2%

Percent carpooling to the CPZ: 2.1%

Percent taking mass transit to the CPZ: 28.2%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%



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



Assembly District 82
Assemblymember Michael Benedetto
 Democrat Representing Bronx

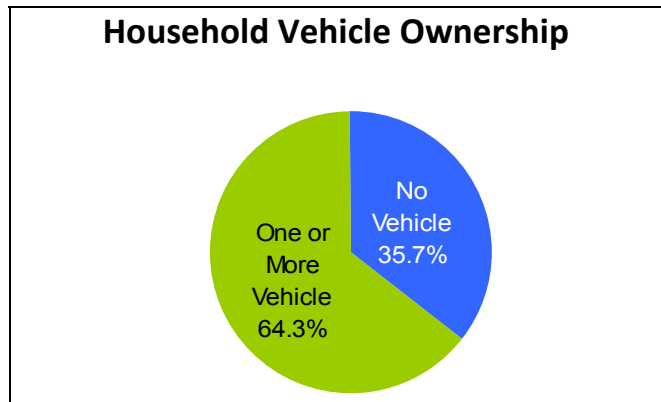
Only 5.8% of workers in Assemblymember Michael Benedetto’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **94.2% would not be affected by the charge** because they don’t work in the congestion 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: 47.2%

Percent of households without a vehicle: 35.7%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$31,432	\$62,545



Percent commuting outside the CPZ: 69.5%

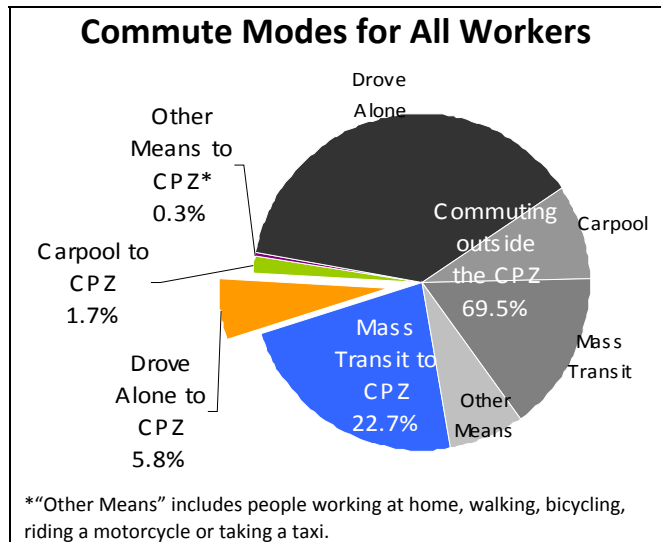
Percent commuting to the CPZ: 30.5%

Percent driving alone to the CPZ: 5.8%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 22.7%

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



Assembly District 83
Assemblymember Carl Heastie
 Democrat Representing Bronx

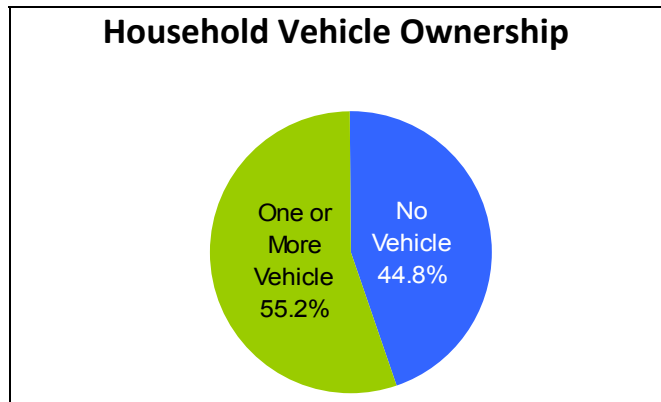
Only 4.1% of workers in Assemblymember Carl Heastie’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.9% would not be affected by the charge** because they don’t work in the congestion pricing 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: 53.7%

Percent of households without a vehicle: 44.8%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$30,094	\$60,762



Percent commuting outside the CPZ: 72.7%

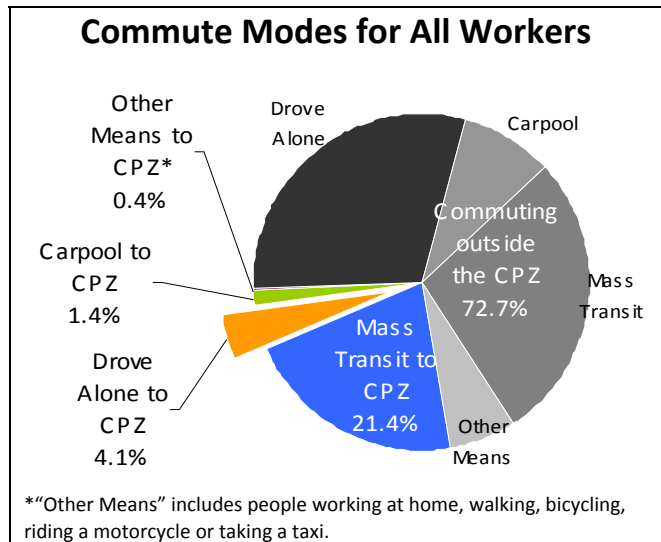
Percent commuting to the CPZ: 27.3%

Percent driving alone to the CPZ: 4.1%

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 21.4%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%



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



Assembly District 84
Assemblymember Carmen Arroyo
 Democrat Representing Bronx

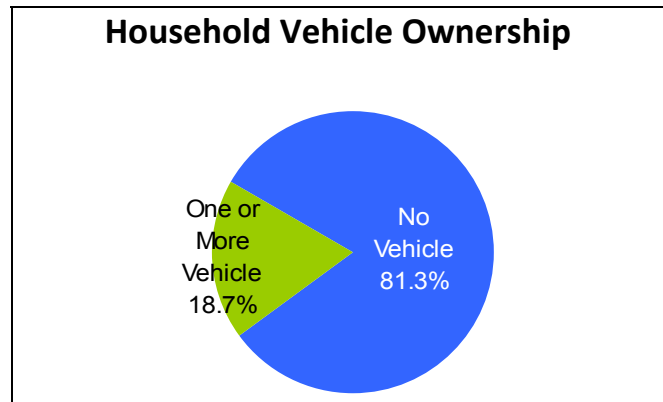
Only 2.0% of workers in Assemblymember Carmen Arroyo’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.0% would not be affected by the charge** because they don’t work in the congestion pricing 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: 79.4%

Percent of households without a vehicle: 81.3%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$24,026	\$40,893



Percent commuting outside the CPZ: 67.7%

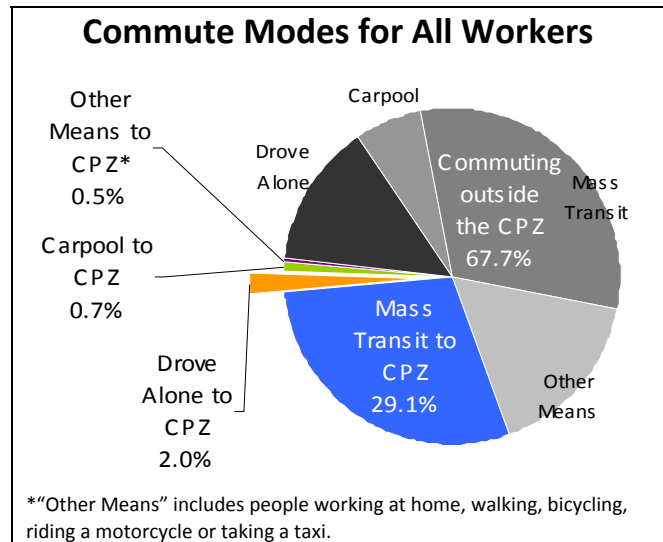
Percent commuting to the CPZ: 32.3%

Percent driving alone to the CPZ: 2.0%

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 29.1%

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



Assembly District 85
Assemblymember Ruben Diaz, Jr.
 Democrat Representing Bronx

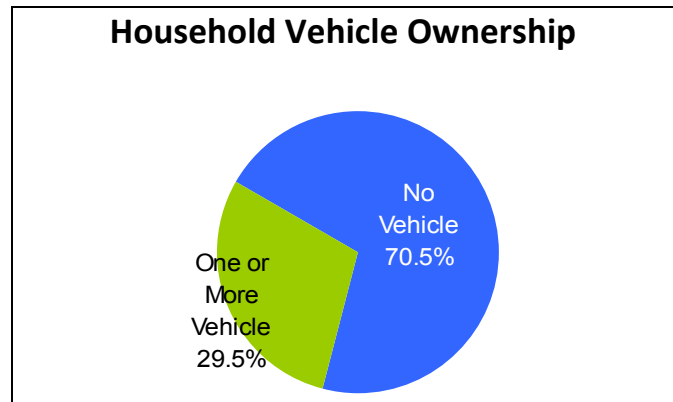
Only 3.7% of workers in Assemblymember Ruben Diaz, Jr.'s district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.3% would not be affected by the charge** because they don't work in the congestion 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: 73.0%

Percent of households without a vehicle: 70.5%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$24,723	\$48,107



Percent commuting outside the CPZ: 67.4%

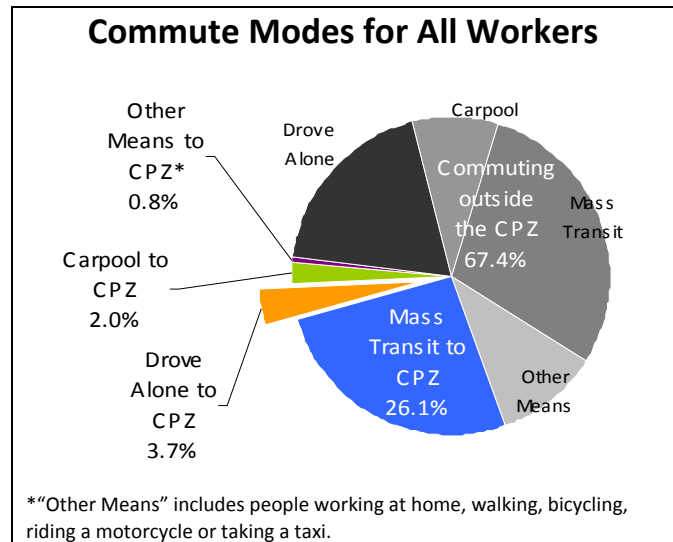
Percent commuting to the CPZ: 32.6%

Percent driving alone to the CPZ: 3.7%

Percent carpooling to the CPZ: 2.0%

Percent taking mass transit to the CPZ: 26.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.8%



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



Assembly District 86
Assemblymember Luis Diaz
 Democrat Representing Bronx

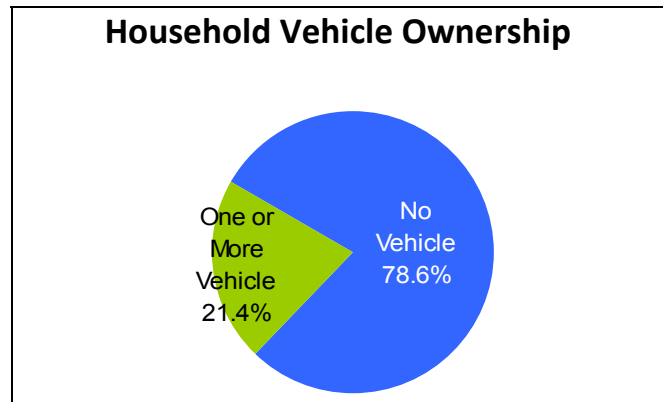
Only 1.8% of workers in Assemblymember Luis Diaz’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.2% would not be affected by the charge** because they don’t work in the congestion pricing 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: **74.7%**

Percent of households without a vehicle: **78.6%**

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$26,736	\$42,437



Percent commuting outside the CPZ: **67.7%**

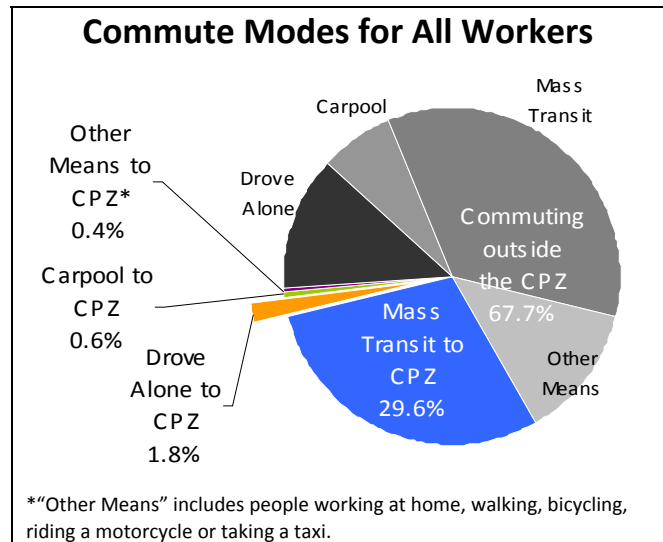
Percent commuting to the CPZ: **32.3%**

Percent driving alone to the CPZ: 1.8%

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

Percent taking mass transit to the CPZ: **29.6%**

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: **0.4%**



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

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