

State Senate District 10
Senator Shirley L. Huntley
 Democrat Representing Queens

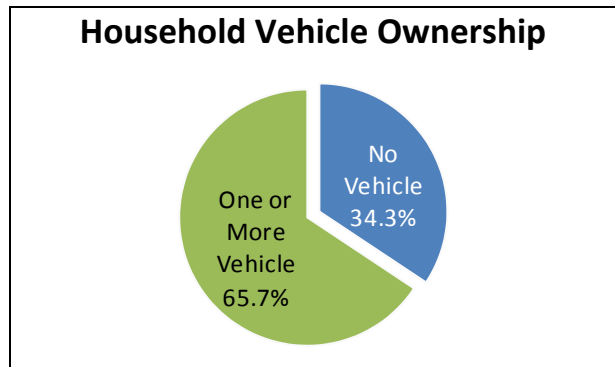
Only 4.3% of workers in Senator Shirley L. Huntley’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.7% would not be affected by the charge** because they don’t work in the congestion pricing 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: 45.1%

Percent of households without a vehicle: 34.3%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$36,090	\$63,534



Percent commuting outside the CPZ: 71.1%

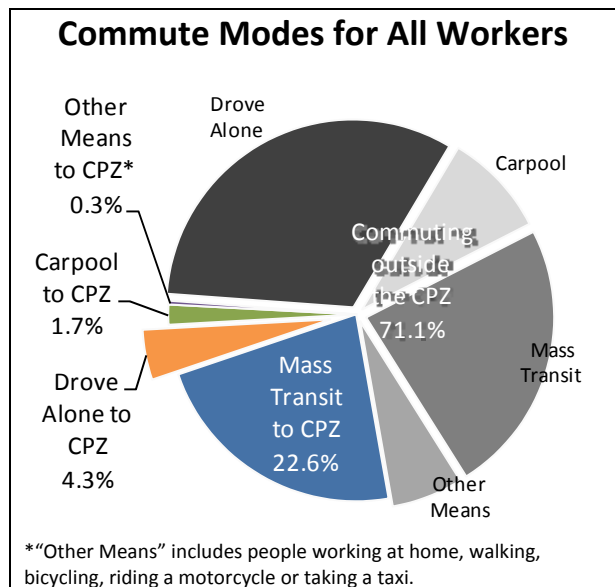
Percent commuting to the CPZ: 28.9%

Percent driving alone to the CPZ: 4.3%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 22.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.3%



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

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



State Senate District 11
Senator Frank Padavan
 Republican Representing Queens

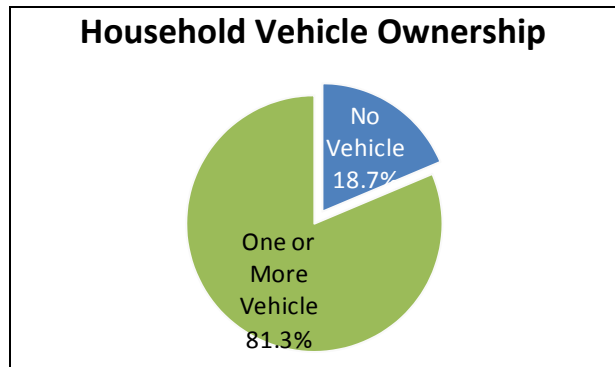
Only 6.2% of workers in Senator Frank Padavan’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **93.8% would not be affected by the charge** because they don’t work in the congestion pricing zone, 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: 36.7%

Percent of households without a vehicle: 18.7%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$37,013	\$72,183



Percent commuting outside the CPZ: 72.4%

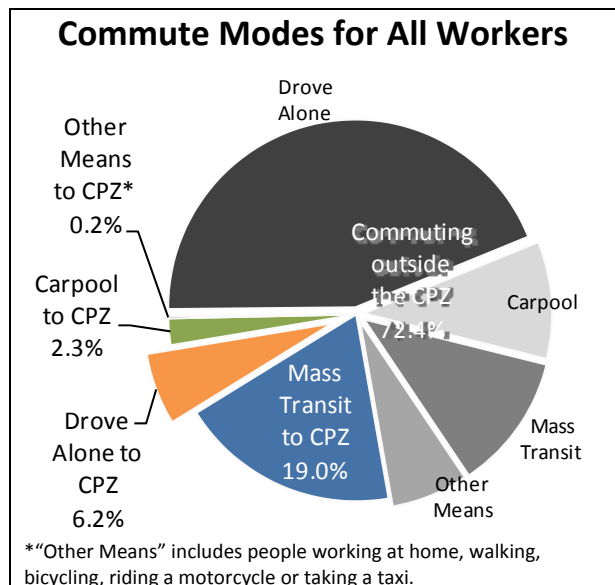
Percent commuting to the CPZ: 27.6%

Percent driving alone to the CPZ: 6.2%

Percent carpooling to the CPZ: 2.3%

Percent taking mass transit to the CPZ: 19.0%

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



State Senate District 12
Senator George Onorato
 Democrat Representing Queens

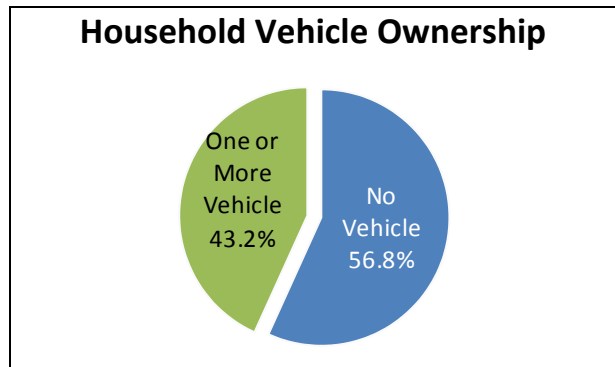
Only 3.7% of workers in Senator George Onorato’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.3% would not be affected by the charge** because they don’t work in the congestion pricing 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: 54.8%

Percent of households without a vehicle: 56.8%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$35,407	\$58,124



Percent commuting outside the CPZ: 50.8%

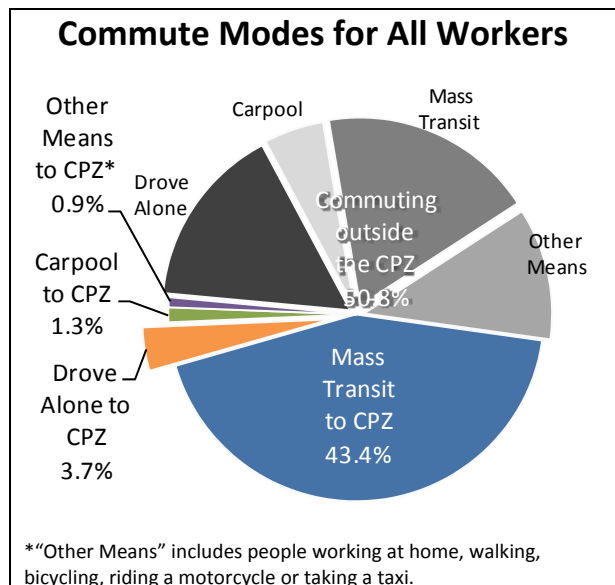
Percent commuting to the CPZ: 49.2%

Percent driving alone to the CPZ: 3.7%

Percent carpooling to the CPZ: 1.3%

Percent taking mass transit to the CPZ: 43.4%

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



State Senate District 13
Senator John D. Sabini
 Democrat Representing Queens

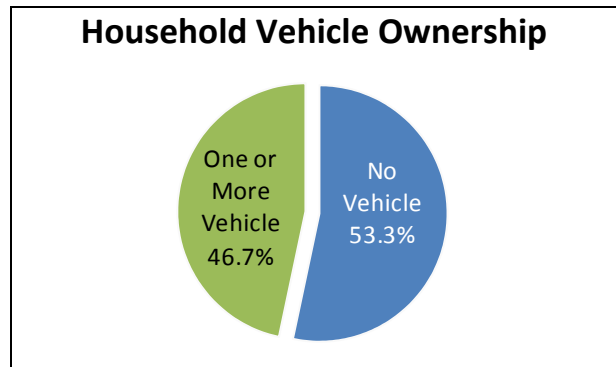
Only 3.0% of workers in Senator John D. Sabini's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, 97.0% would not be affected by the charge because they don't work in the congestion pricing zone, 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: 52.9%

Percent of households without a vehicle: 53.3%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$38,049	\$57,628



Percent commuting outside the CPZ: 60.2%

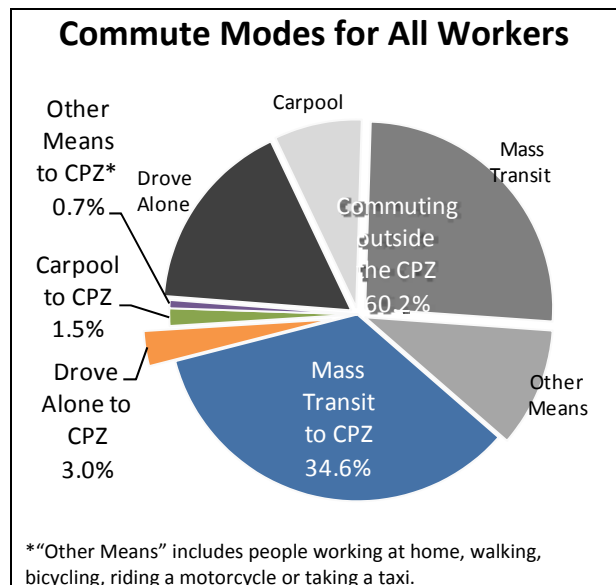
Percent commuting to the CPZ: 39.8%

Percent driving alone to the CPZ: 3.0%

Percent carpooling to the CPZ: 1.5%

Percent taking mass transit to the CPZ: 34.6%

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



State Senate District 14
Senator Malcolm A. Smith
 Democrat Representing Queens

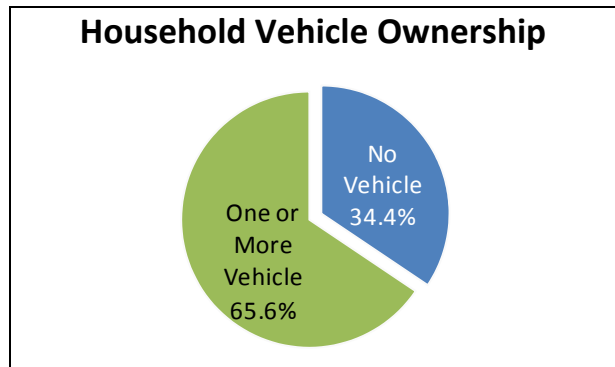
Only 4.4% of workers in Senator Malcolm A. Smith’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.6% would not be affected by the charge** because they don’t work in the congestion pricing 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: 45.9%

Percent of households without a vehicle: 34.4%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$33,324	\$66,831



Percent commuting outside the CPZ: 72.7%

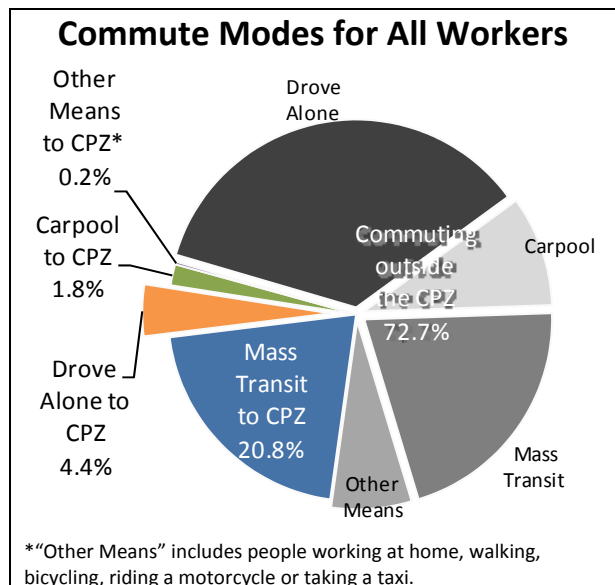
Percent commuting to the CPZ: 27.3%

Percent driving alone to the CPZ: 4.4%

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 20.8%

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



State Senate District 15
Senator Serphin R. Maltese
 Republican/Conservative/Independent Representing Queens

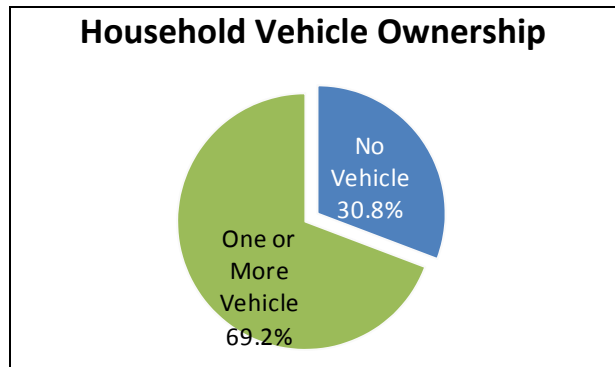
Only 5.1% of workers in Senator Serphin R. Maltese’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **94.9% would not be affected by the charge** because they don’t work in the congestion pricing 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: 45.0%

Percent of households without a vehicle: 30.8%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$34,399	\$63,582



Percent commuting outside the CPZ: 65.5%

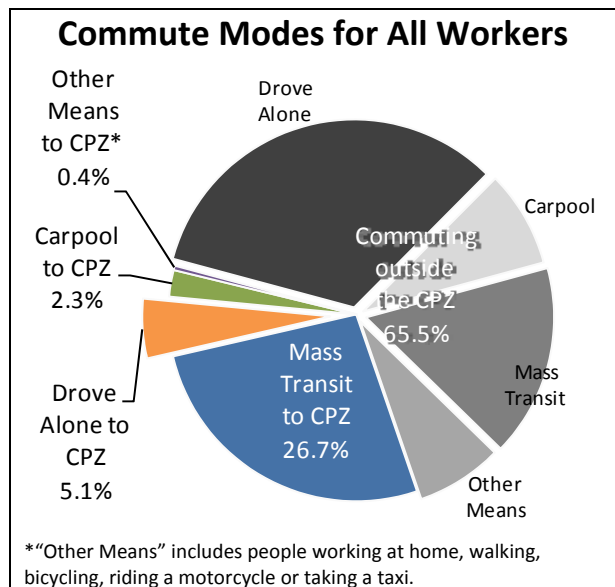
Percent commuting to the CPZ: 34.5%

Percent driving alone to the CPZ: 5.1%

Percent carpooling to the CPZ: 2.3%

Percent taking mass transit to the CPZ: 26.7%

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



State Senate District 16
Senator Toby Ann Stavisky
 Democrat Representing Queens

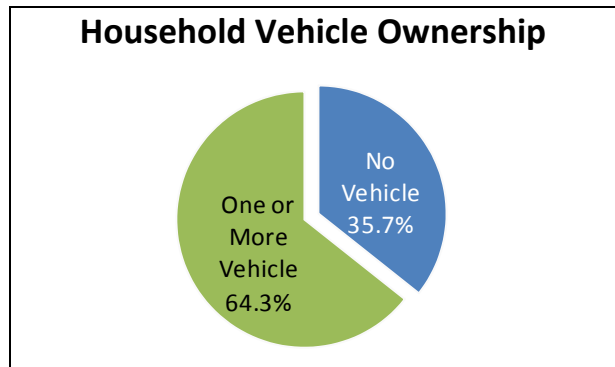
Only 4.5% of workers in Senator Toby Ann Stavisky’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.5% would not be affected by the charge** because they don’t work in the congestion pricing 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: 46.2%

Percent of households without a vehicle: 35.7%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$36,092	\$66,441



Percent commuting outside the CPZ: 63.9%

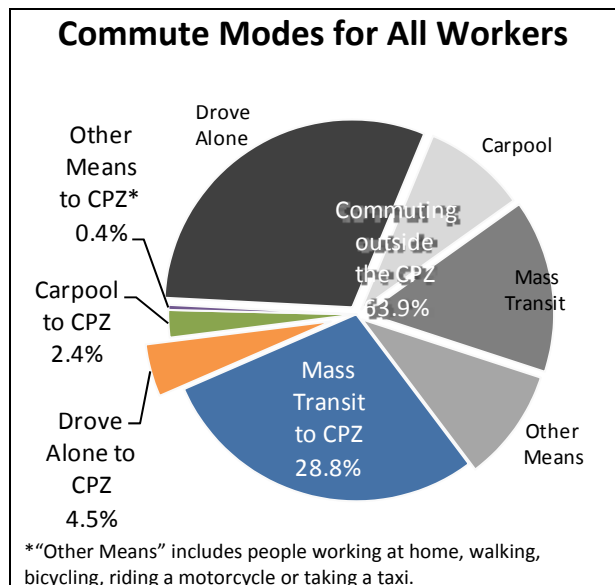
Percent commuting to the CPZ: 36.1%

Percent driving alone to the CPZ: 4.5%

Percent carpooling to the CPZ: 2.4%

Percent taking mass transit to the CPZ: 28.8%

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



State Senate District 17
Senator Martin Malave Dilan
 Democrat Representing Brooklyn

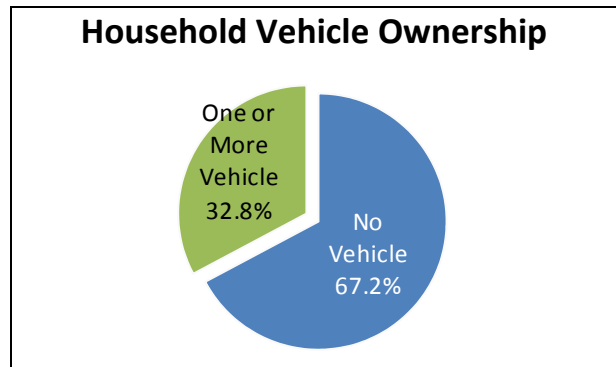
Only 1.9% of workers in Senator Martin Malave Dilan’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.1% would not be affected by the charge** because they don’t work in the congestion pricing 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: 68.5%

Percent of households without a vehicle: 67.2%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$28,190	\$50,311



Percent commuting outside the CPZ: 66.1%

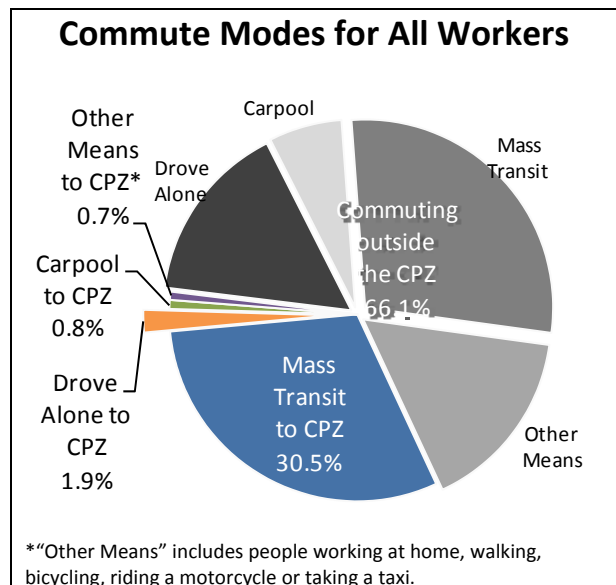
Percent commuting to the CPZ: 33.9%

Percent driving alone to the CPZ: 1.9%

Percent carpooling to the CPZ: 0.8%

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: 0.7%



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



State Senate District 18
Senator Velmanette Montgomery
 Democrat Representing Brooklyn

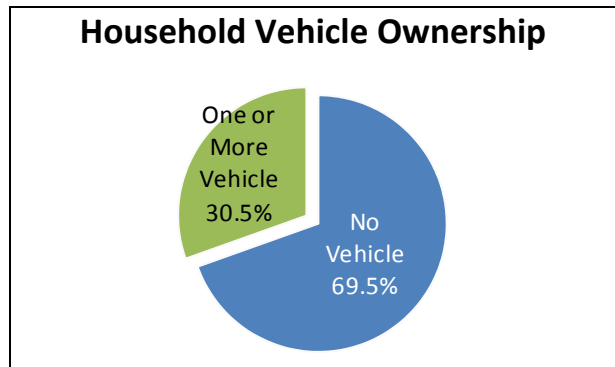
Only 2.5% of workers in Senator Velmanette Montgomery’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.5% would not be affected by the charge** because they don’t work in the congestion pricing 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: 61.6%

Percent of households without a vehicle: 69.5%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$31,421	\$67,356



Percent commuting outside the CPZ: 58.4%

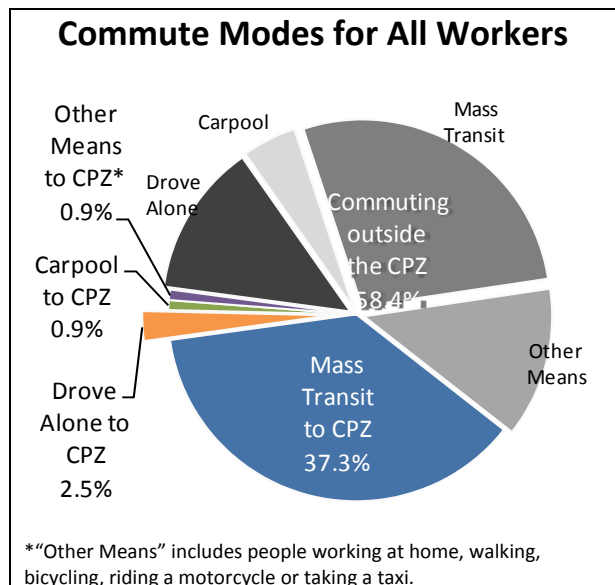
Percent commuting to the CPZ: 41.6%

Percent driving alone to the CPZ: 2.5%

Percent carpooling to the CPZ: 0.9%

Percent taking mass transit to the CPZ: 37.3%

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



State Senate District 19
Senator John L. Sampson
Democrat Representing Brooklyn

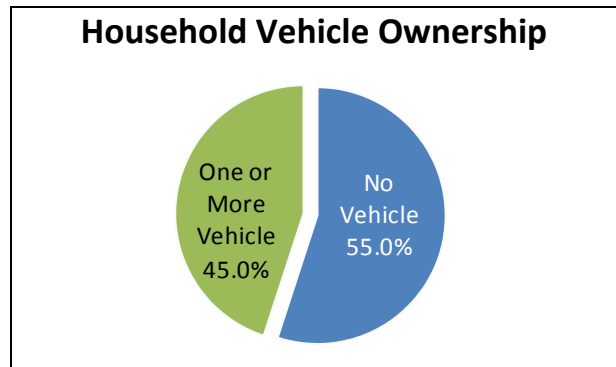
Only 3.5% of workers in Senator John L. Sampson’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.5% would not be affected by the charge** because they don’t work in the congestion pricing 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: 62.7%

Percent of households without a vehicle: 55.0%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$25,199	\$56,027



Percent commuting outside the CPZ: 70.5%

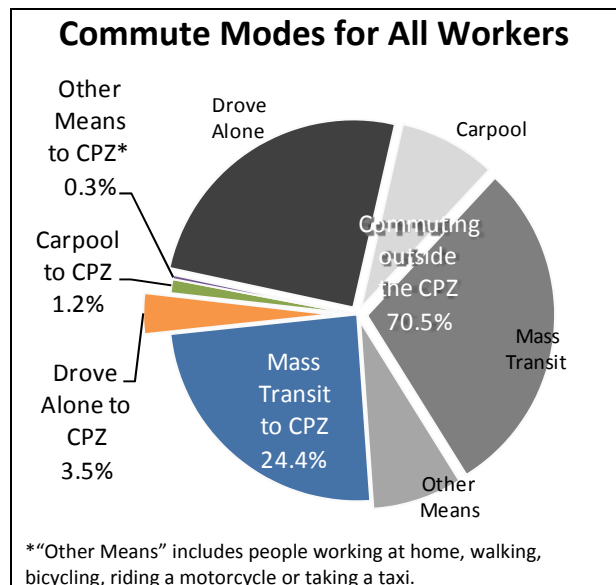
Percent commuting to the CPZ: 29.5%

Percent driving alone to the CPZ: 3.5%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 24.4%

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



State Senate District 20
Senator Eric Adams
 Democrat Representing Brooklyn

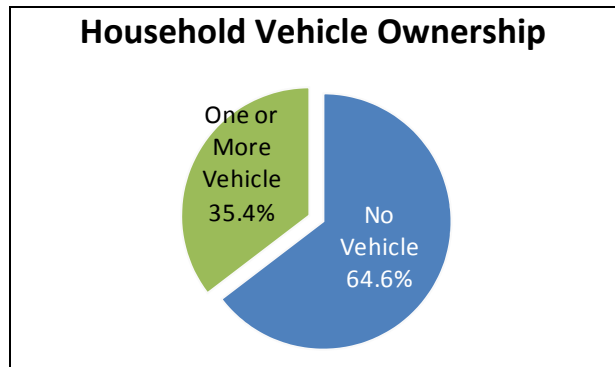
Only 1.8% of workers in Senator Eric Adams’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **98.2% would not be affected by the charge** because they don’t work in the congestion pricing zone, 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: 57.9%

Percent of households without a vehicle: 64.6%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$36,205	\$67,798



Percent commuting outside the CPZ: 60.8%

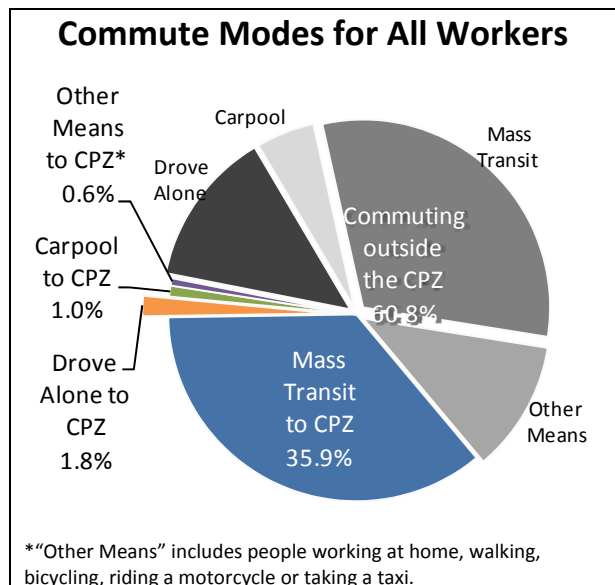
Percent commuting to the CPZ: 39.2%

Percent driving alone to the CPZ: 1.8%

Percent carpooling to the CPZ: 1.0%

Percent taking mass transit to the CPZ: 35.9%

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



State Senate District 21
Senator Kevin S. Parker
Democrat Representing Brooklyn

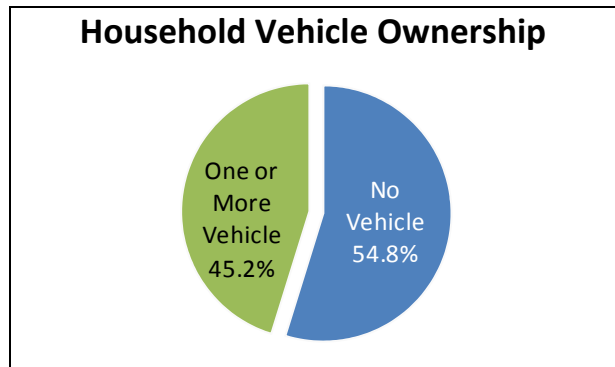
Only 2.8% of workers in Senator Kevin S. Parker’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.2% would not be affected by the charge** because they don’t work in the congestion pricing 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: 56.7%

Percent of households without a vehicle: 54.8%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$32,538	\$60,394



Percent commuting outside the CPZ: 68.5%

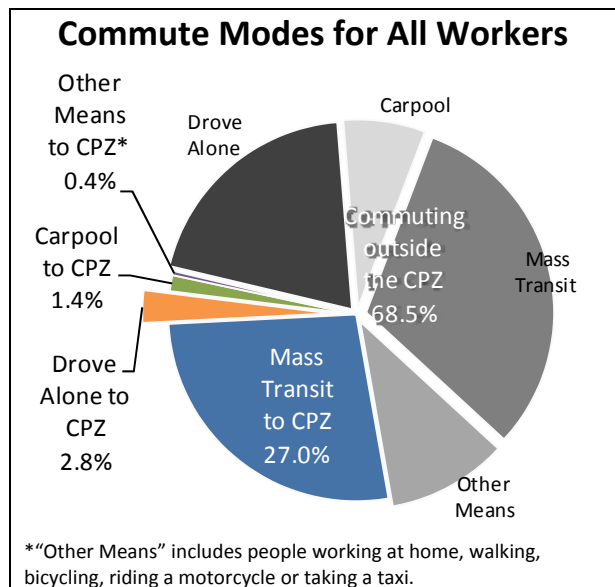
Percent commuting to the CPZ: 31.5%

Percent driving alone to the CPZ: 2.8%

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 27.0%

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



State Senate District 22
Senator Martin J. Golden
 Republican/Conservative Representing Brooklyn

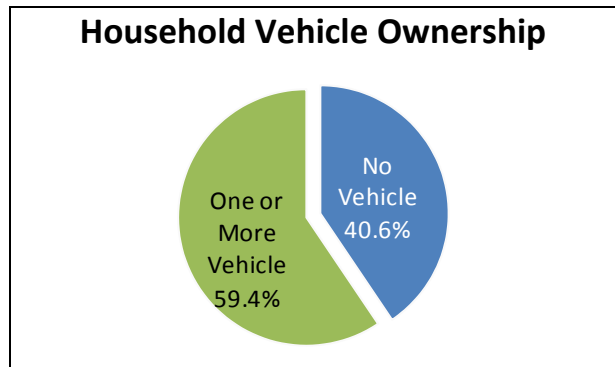
Only 3.6% of workers in Senator Martin J. Golden’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.4% would not be affected by the charge** because they don’t work in the congestion pricing 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: 40.6%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$33,058	\$67,021



Percent commuting outside the CPZ: 63.3%

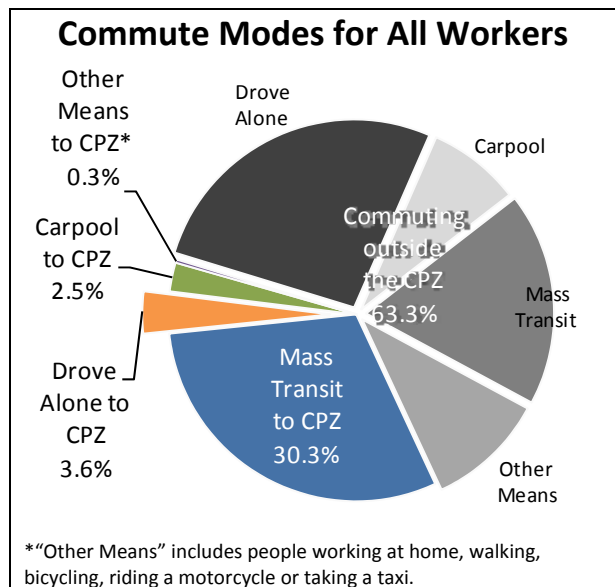
Percent commuting to the CPZ: 36.7%

Percent driving alone to the CPZ: 3.6%

Percent carpooling to the CPZ: 2.5%

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: 0.3%



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



State Senate District 23
Senator Diane J. Savino
 Democrat Representing Staten Island

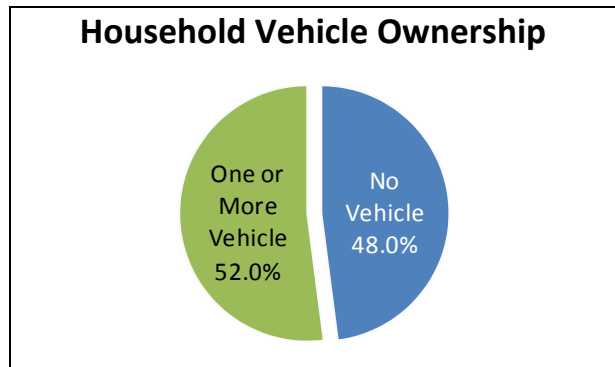
Only 3.9% of workers in Senator Diane J. Savino’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.1% would not be affected by the charge** because they don’t work in the congestion pricing 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: 57.8%

Percent of households without a vehicle: 48.0%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$27,639	\$60,657



Percent commuting outside the CPZ: 71.3%

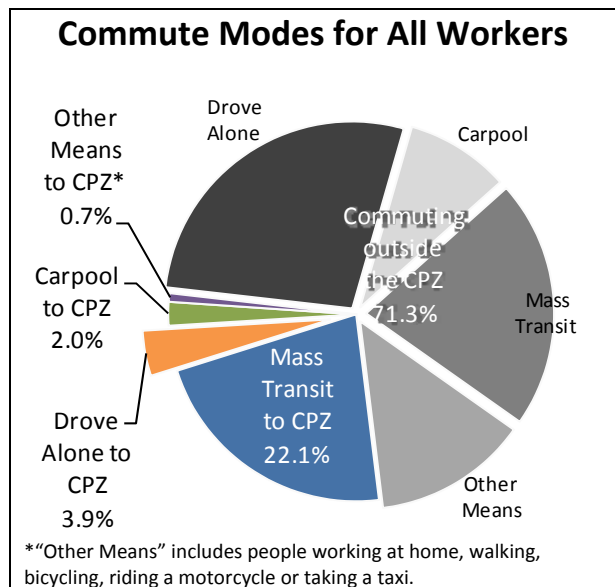
Percent commuting to the CPZ: 28.7%

Percent driving alone to the CPZ: 3.9%

Percent carpooling to the CPZ: 2.0%

Percent taking mass transit to the CPZ: 22.1%

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



State Senate District 24
Senator Andrew J. Lanza
 Republican Representing Staten Island

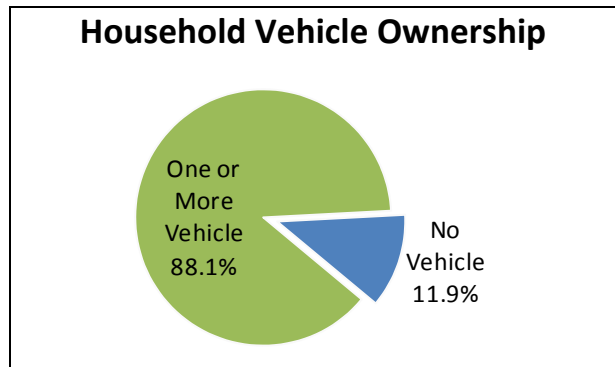
Only 6.4% of workers in Senator Andrew J. Lanza’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **93.6% would not be affected by the charge** because they don’t work in the congestion pricing 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: 30.0%

Percent of households without a vehicle: 11.9%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$33,854	\$78,273



Percent commuting outside the CPZ: 73.4%

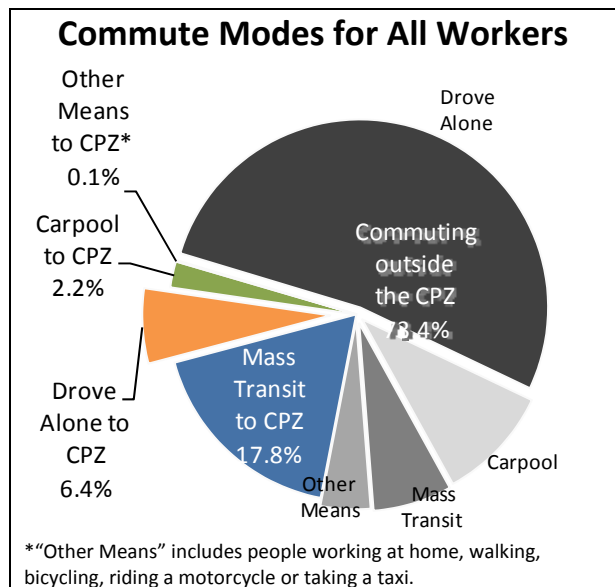
Percent commuting to the CPZ: 26.6%

Percent driving alone to the CPZ: 6.4%

Percent carpooling to the CPZ: 2.2%

Percent taking mass transit to the CPZ: 17.8%

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



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

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



State Senate District 25
Senator Martin Connor
Democrat Representing Brooklyn/Manhattan

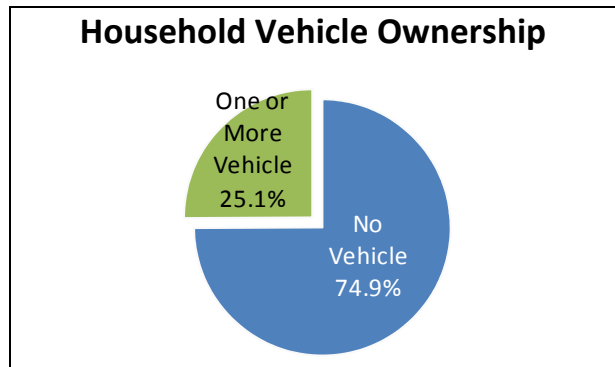
Only 4.4% of workers in Senator Martin Connor’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.6% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 2.8% would pay the full rate because they reside outside of the zone, but drive to work in the zone, or they live within the zone, but drive to work outside of it. The vast majority, **96.6% would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: 51.8%

Percent of households without a vehicle: 74.9%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$51,790	\$114,979



Percent commuting outside the CPZ: 29.0%

Percent living in the CPZ but driving alone to outside the CPZ: 2.1%

Percent living outside the CPZ and driving alone outside the CPZ: 3.5%

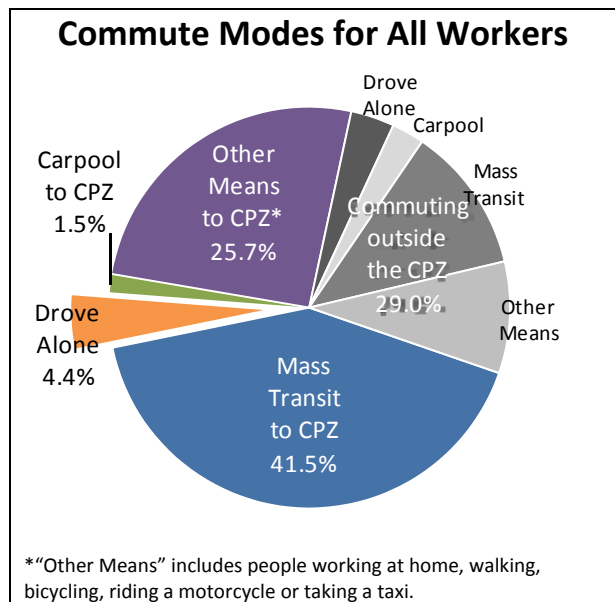
Percent commuting to the CPZ: 71.0%

Percent driving alone to the CPZ: 2.3%

Percent carpooling to the CPZ: 1.5%

Percent taking mass transit to the CPZ: 41.5%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 25.7%



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



State Senate District 26
Senator Liz Krueger
Democrat Representing Manhattan

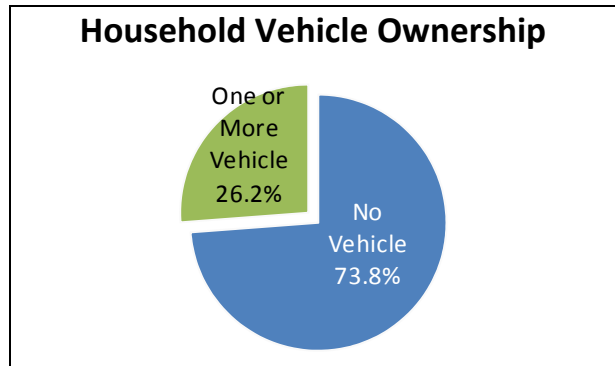
Only 6.5% of workers in Senator Liz Krueger’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 3.8% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 2.7% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, **93.5 % would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: **25.7%**

Percent of households without a vehicle: **73.8%**

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$101,094	\$238,989



Percent commuting outside the CPZ: **16.7%**

Percent living in the CPZ but driving alone to outside the CPZ: 3.8%

Percent living outside the CPZ and driving alone outside the CPZ: **0.6%**

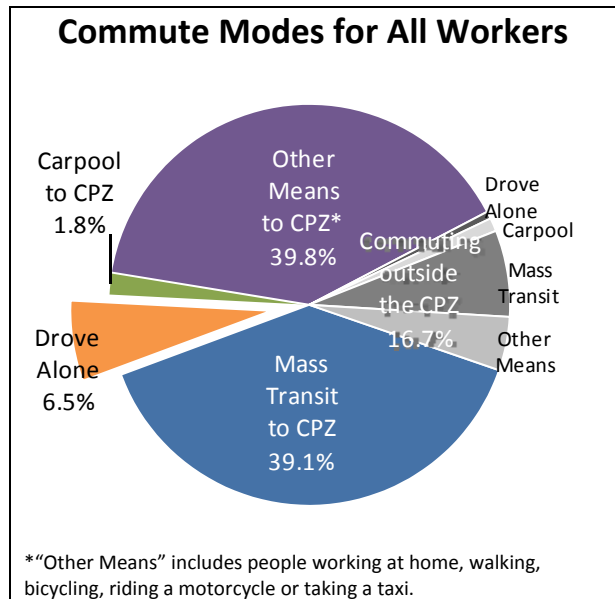
Percent commuting to the CPZ: **83.3%**

Percent driving alone to the CPZ: 2.7%

Percent carpooling to the CPZ: **1.8%**

Percent taking mass transit to the CPZ: **39.1%**

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: **39.8%**



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



State Senate District 27
Senator Carl Kruger
 Democrat Representing Brooklyn

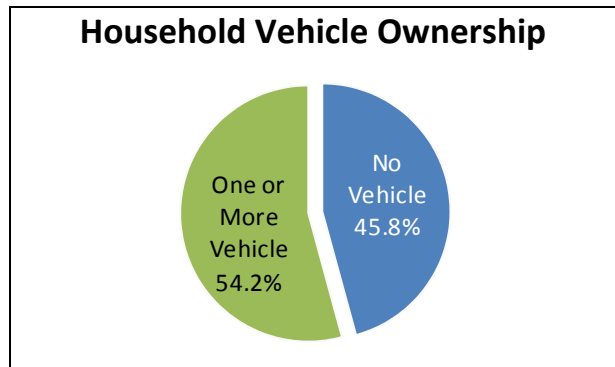
Only 3.5% of workers in Senator Carl Kruger’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.5% would not be affected by the charge** because they don’t work in the congestion pricing zone, 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: 55.1%

Percent of households without a vehicle: 45.8%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$27,856	\$66,100



Percent commuting outside the CPZ: 67.9%

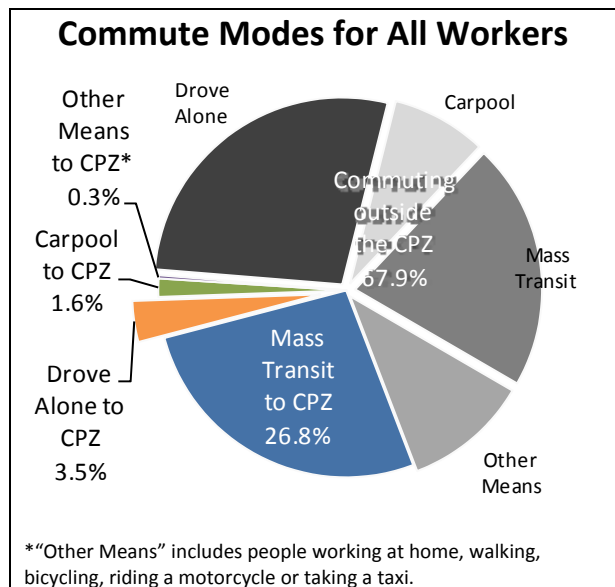
Percent commuting to the CPZ: 32.1%

Percent driving alone to the CPZ: 3.5%

Percent carpooling to the CPZ: 1.6%

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: 0.3%



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



State Senate District 28
Senator José M. Serrano
Democrat Representing The Bronx

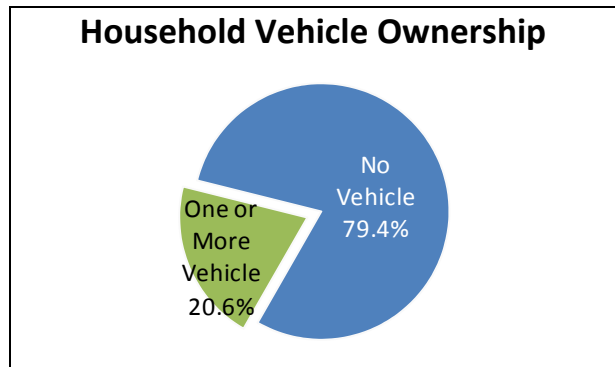
Only 2.4% of workers in Senator José M. Serrano’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.6% would not be affected by the charge** because they don’t work in the congestion pricing 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: 68.5%

Percent of households without a vehicle: 79.4%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$34,294	\$73,567



Percent commuting outside the CPZ: 52.8%

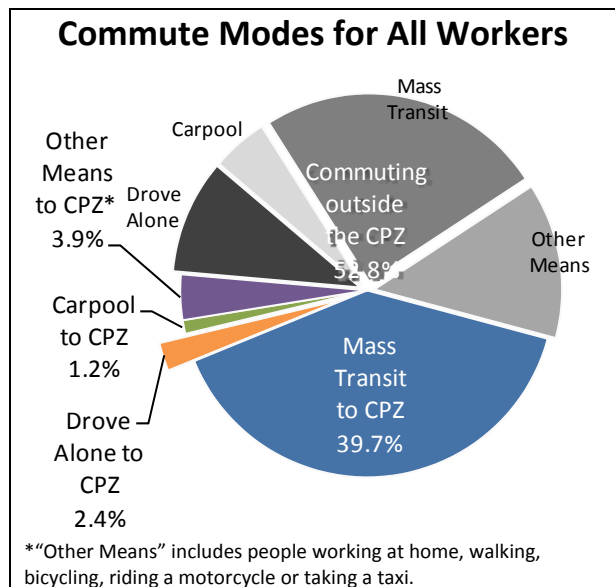
Percent commuting to the CPZ: 47.2%

Percent driving alone to the CPZ: 2.4%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 39.7%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 3.9%



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



State Senate District 29
Senator Thomas K. Duane
Democrat Representing Manhattan

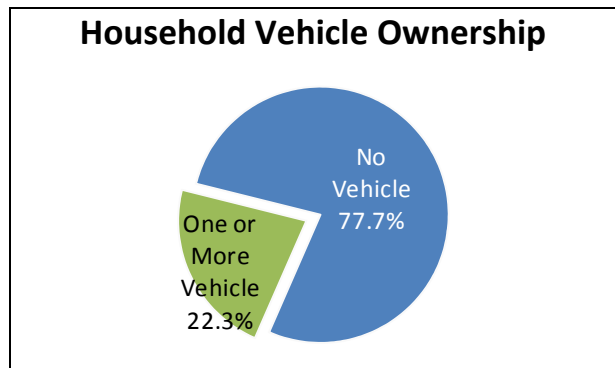
Only 5.7% of workers in Senator Thomas K. Duane’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.7% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 4.0% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, **94.3 % would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: **32.5%**

Percent of households without a vehicle: **77.7%**

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$82,365	\$173,866



Percent commuting outside the CPZ: **15.8%**

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: **0%**

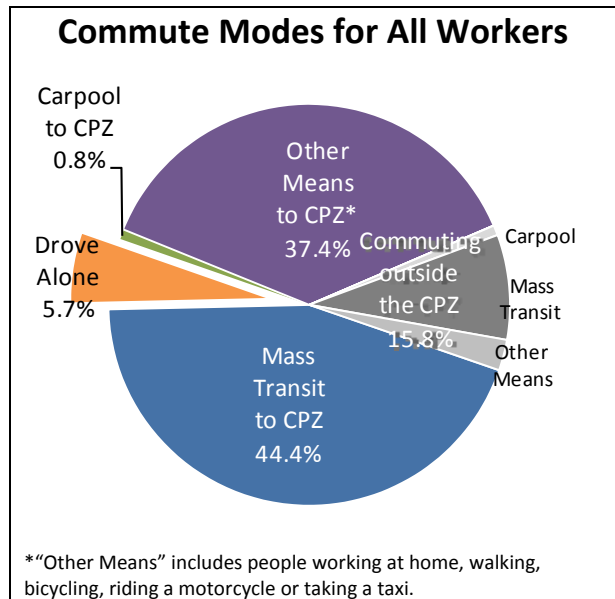
Percent commuting to the CPZ: **84.2%**

Percent driving alone to the CPZ: 1.7%

Percent carpooling to the CPZ: **0.8%**

Percent taking mass transit to the CPZ: **44.4%**

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: **37.4%**



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



State Senate District 30
Senator Bill Perkins
 Democrat Representing Manhattan

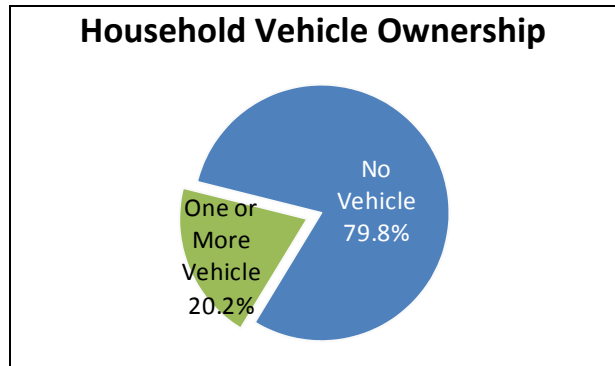
Only 3.2% of workers in Senator Bill Perkins' district would be impacted by Mayor Bloomberg's congestion pricing proposal. 2.8% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 0.4% would pay the full rate because they reside within the zone, but drive to work outside of it. **The vast majority, 96.8% would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: 63.7%

Percent of households without a vehicle: 79.8%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$38,089	\$89,390



Percent commuting outside the CPZ: 45.5%

Percent living in the CPZ but driving alone to outside the CPZ: 0.4%

Percent living outside the CPZ and driving alone outside the CPZ: 6.4%

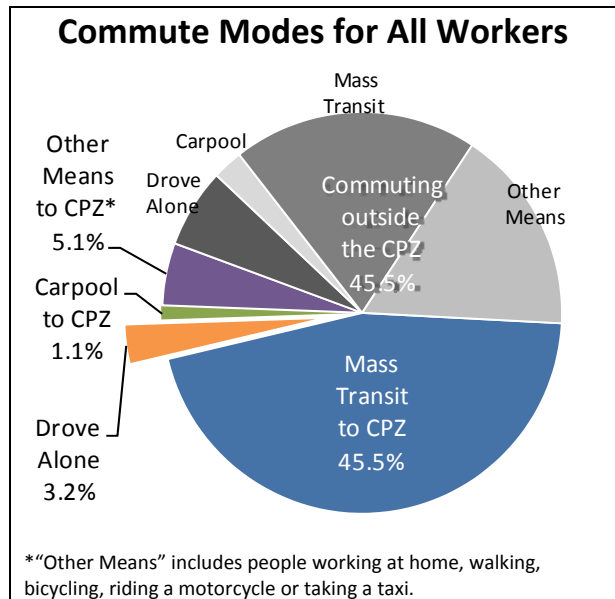
Percent commuting to the CPZ: 54.5%

Percent driving alone to the CPZ: 2.8%

Percent carpooling to the CPZ: 1.1%

Percent taking mass transit to the CPZ: 45.5%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 5.1%



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

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



State Senate District 31
Senator Eric T. Schneiderman
Democrat Representing Manhattan/The Bronx

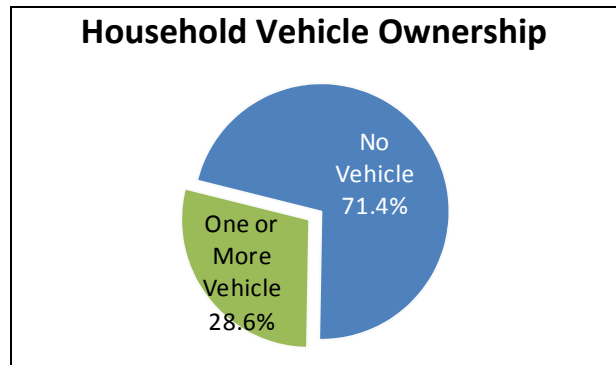
Only 3.3% of workers in Senator Eric T. Schneiderman’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 0.1% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.2% would pay the full rate because they reside outside of the zone, but drive to work in the zone, or they live within the zone, but drive to work outside of it. The vast majority, **96.7% would not be affected by the charge.**

Percent of households earning less than \$40,000 annually: 51.8%

Percent of households without a vehicle: 71.4%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$49,380	\$96,154



Percent commuting outside the CPZ: 49.8%

Percent living in the CPZ but driving alone to outside the CPZ: 0.3%

Percent living outside the CPZ and driving alone outside the CPZ: 13.7%

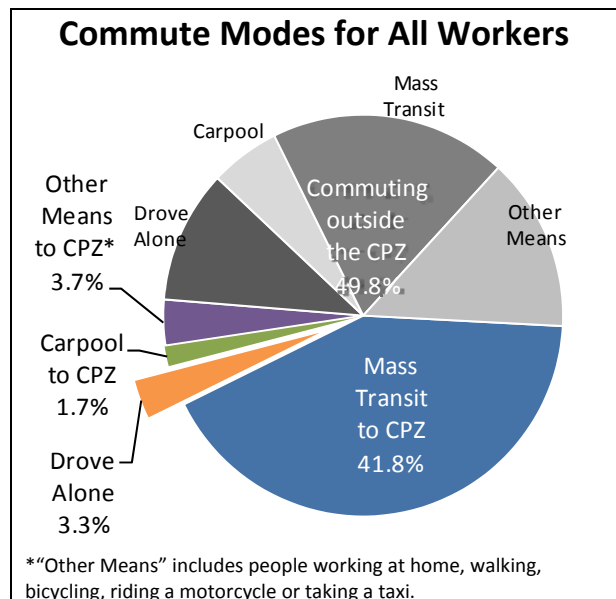
Percent commuting to the CPZ: 50.2%

Percent driving alone to the CPZ: 3.0%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 41.8%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 3.7%



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



State Senate District 32
Senator Ruben Diaz, Sr.
Democrat Representing the Bronx

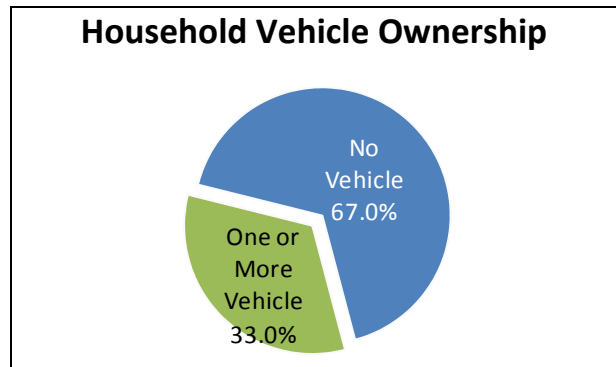
Only 3.8% of workers in Senator Ruben Diaz, Sr.'s district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.2% would not be affected by the charge** because they don't work in the congestion pricing zone, or do but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

Percent of households earning less than \$40,000 annually: 69.2%

Percent of households without a vehicle: 67.0%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$26,463	\$49,189



Percent commuting outside the CPZ: 65.9%

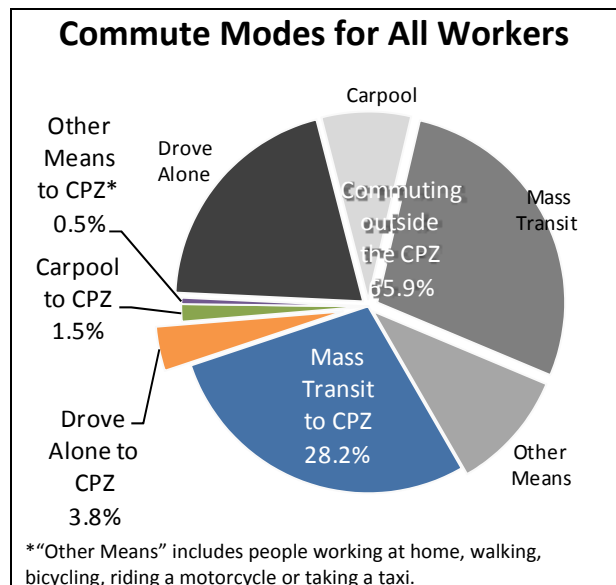
Percent commuting to the CPZ: 34.1%

Percent driving alone to the CPZ: 3.8%

Percent carpooling to the CPZ: 1.5%

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: 0.5%



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



State Senate District 33
Senator Efrain Gonzalez, Jr.
 Democrat Representing the Bronx

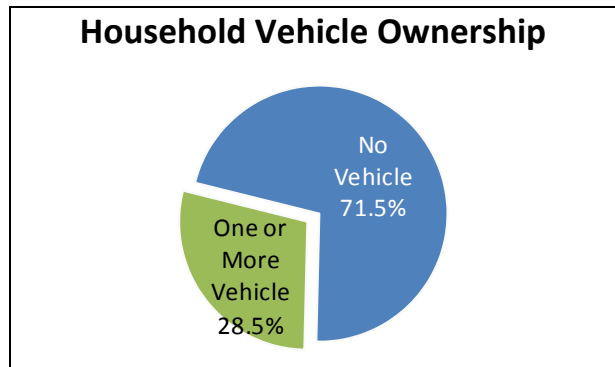
Only 2.5% of workers in Senator Efrain Gonzalez, Jr.'s district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **97.5% would not be affected by the charge** because they don't work in the congestion pricing 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: 69.3%

Percent of households without a vehicle: 71.5%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$27,555	\$49,089



Percent commuting outside the CPZ: 67.6%

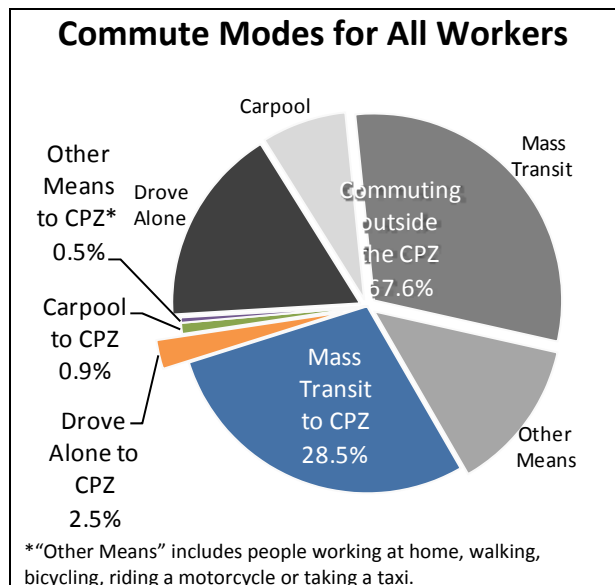
Percent commuting to the CPZ: 32.4%

Percent driving alone to the CPZ: 2.5%

Percent carpooling to the CPZ: 0.9%

Percent taking mass transit to the CPZ: 28.5%

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



State Senate District 34
Senator Jeffrey D. Klein
 Democrat Representing Bronx/Westchester

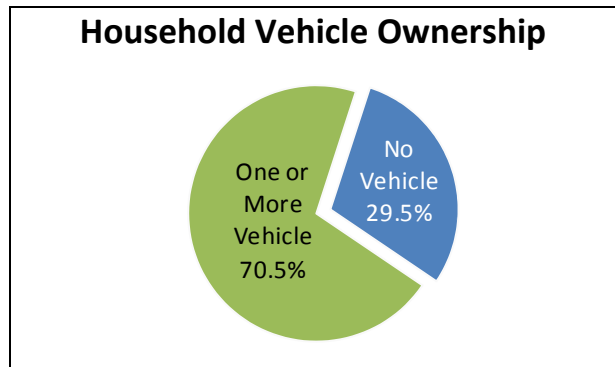
Only 4.8% of workers from Senator Jeffrey D. Klein’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.2% would not be affected by the charge** because they don’t work in the congestion pricing 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: 43.9%

Percent of households without a vehicle: 29.5%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$30,989	\$80,789



Percent commuting outside the CPZ: 74.0%

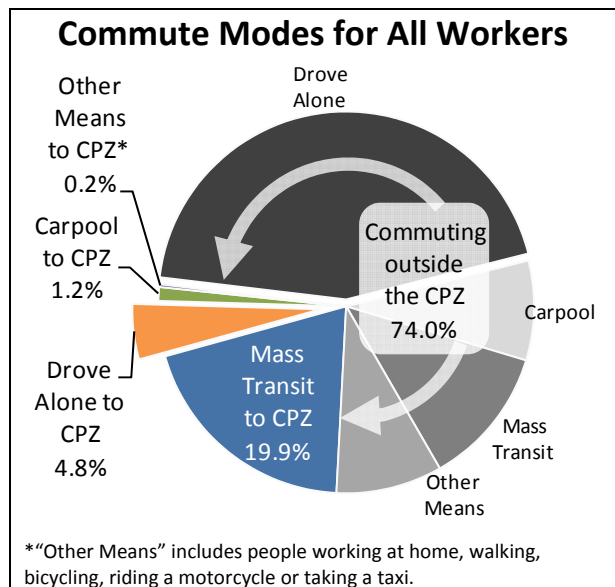
Percent commuting to the CPZ: 26.0%

Percent driving alone to the CPZ: 4.8%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 19.9%

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



State Senate District 36
Senator Ruth Hassell-Thompson
 Democrat Representing the Bronx/Westchester

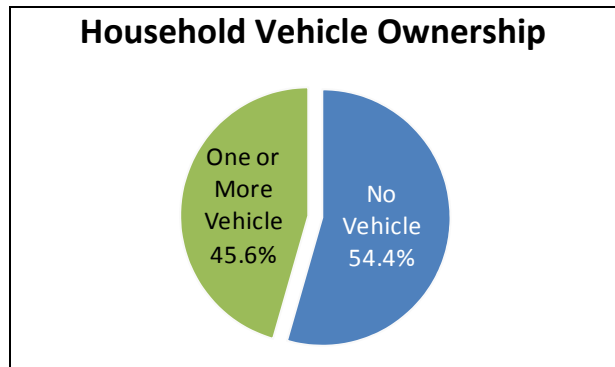
Only 3.7% of workers in Senator Ruth Hassell-Thompson’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **96.3% would not be affected by the charge** because they don’t work in the congestion pricing 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: 61.5%

Percent of households without a vehicle: 54.4%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$27,340	\$56,801



Percent commuting outside the CPZ: 72.6%

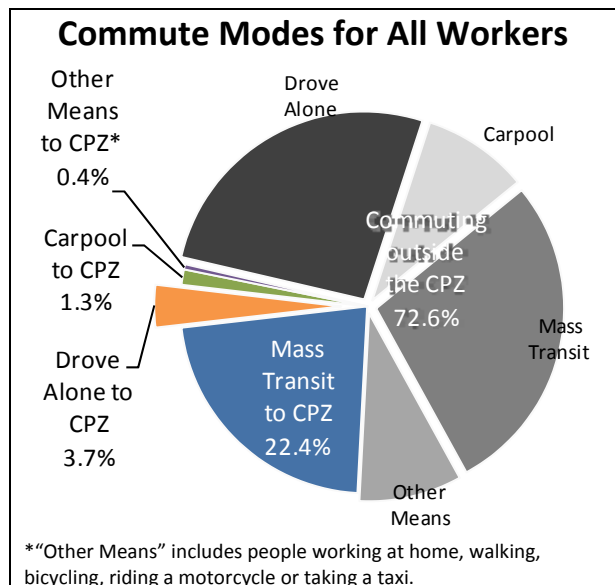
Percent commuting to the CPZ: 27.4%

Percent driving alone to the CPZ: 3.7%

Percent carpooling to the CPZ: 1.3%

Percent taking mass transit to the CPZ: 22.0%

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

