

**Assembly District 87**  
**Assemblymember J. Gary Pretlow**  
 Democrat Representing Yonkers

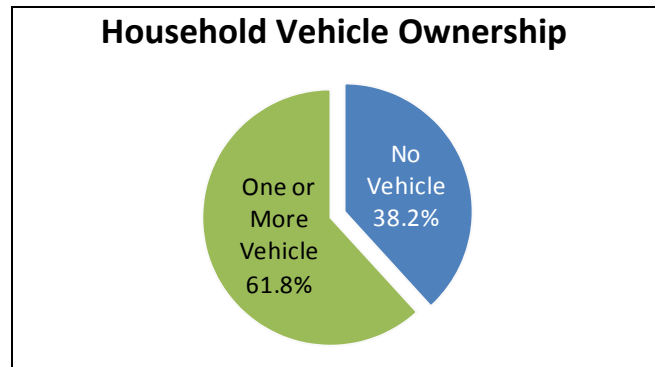
Only 2.9% of workers from Assemblymember J. Gary Pretlow’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **97.1% would not be affected by the charge** because they don’t work in the 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: 55.9%

Percent of households without a vehicle: 38.2%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$26,109	\$62,192



Percent commuting outside the CPZ: 87.1%

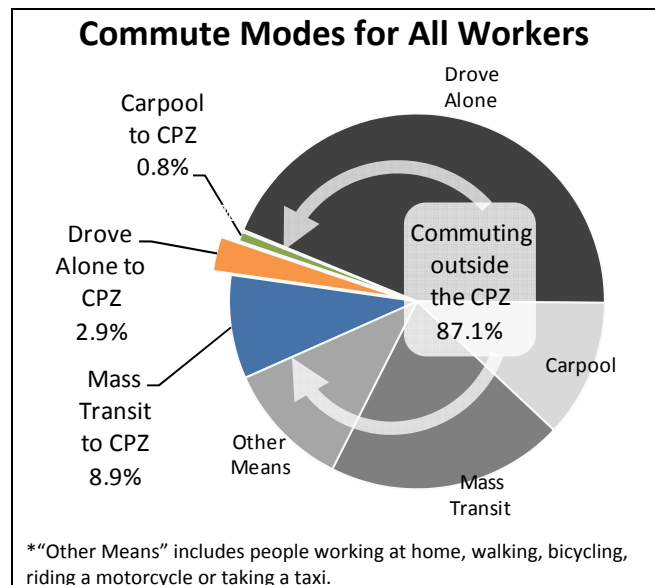
Percent commuting to the CPZ: 12.9%

**Percent driving alone to the CPZ: 2.9%**

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 8.9%

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



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 88**  
**Assemblymember Amy Paulin**  
 Democrat Representing Scarsdale

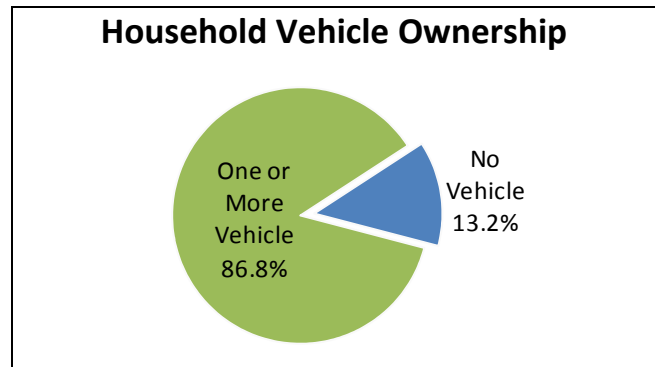
Only 4.2% of workers from Assemblymember Amy Paulin’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **95.8% would not be affected by the charge** because they don’t work in the congestion 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: 27.5%

Percent of households without a vehicle: 13.2%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$37,932	\$145,182



Percent commuting outside the CPZ: 76.2%

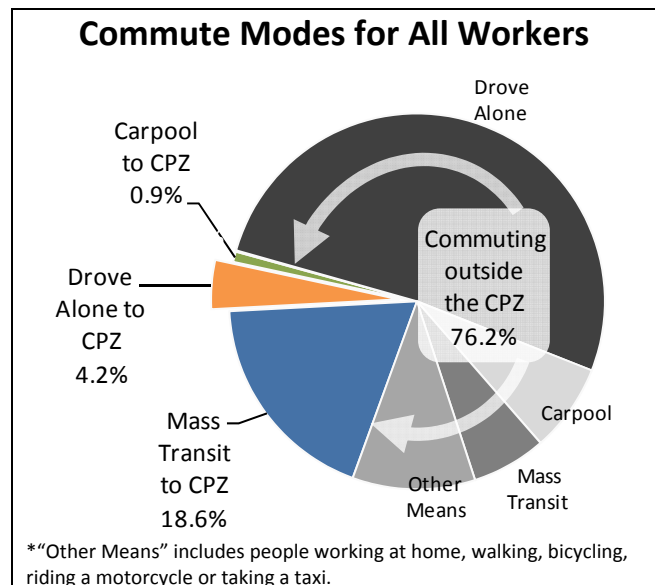
Percent commuting to the CPZ: 23.8%

**Percent driving alone to the CPZ: 4.2%**

Percent carpooling to the CPZ: 0.9%

Percent taking mass transit to the CPZ: 18.6%

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 89**  
**Assemblymember Adam Bradley**  
 Democrat Representing White Plains

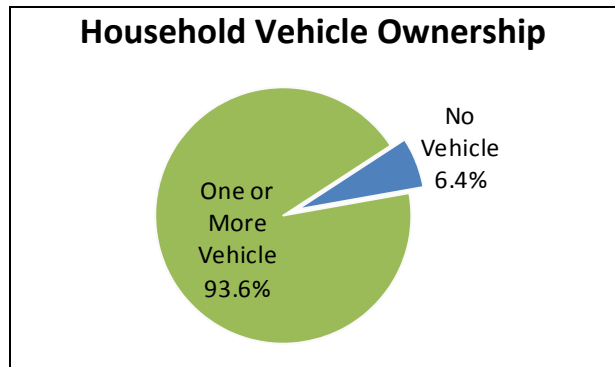
Only 3.5% of workers from Assemblymember Adam Bradley’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **96.5% would not be affected by the charge** because they don’t work in the congestion 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: 20.4%

Percent of households without a vehicle: 6.4%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$39,568	\$155,305



Percent commuting outside the CPZ: 81.2%

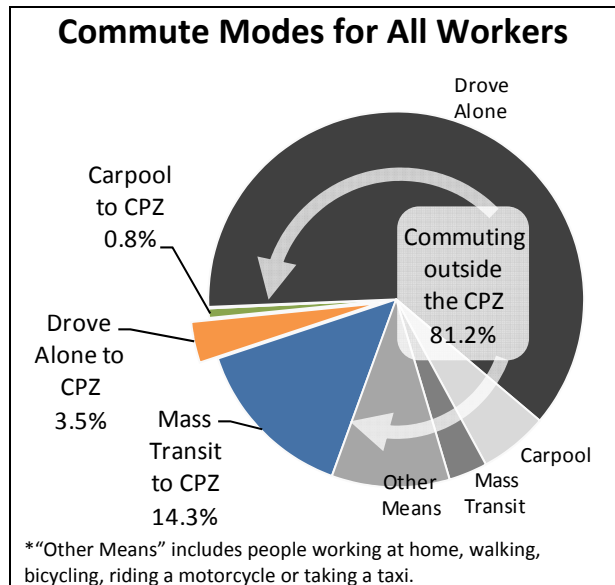
Percent commuting to the CPZ: 18.8%

**Percent driving alone to the CPZ: 3.5%**

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 14.3%

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 90**  
**Assemblymember Sandra Galef**  
 Democrat Representing Ossining

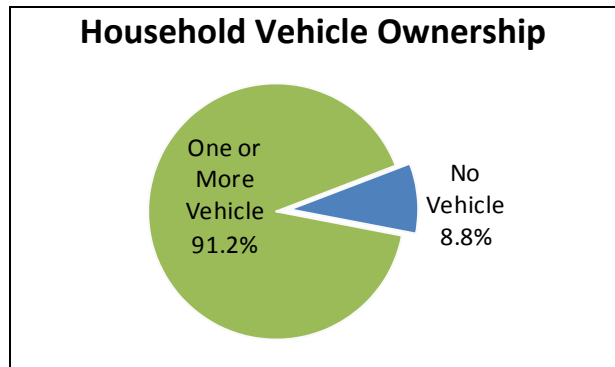
Only 2.1% of workers from Assemblymember Sandra Galef’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **97.9% would not be affected by the charge** because they don’t work in the congestion 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: 28.3%

Percent of households without a vehicle: 8.8%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$31,832	\$92,140



Percent commuting outside the CPZ: 88.0%

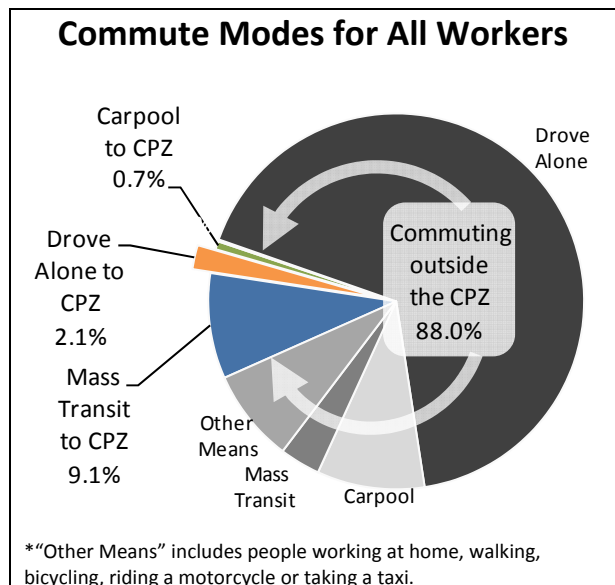
Percent commuting to the CPZ: 12.0%

**Percent driving alone to the CPZ: 2.1%**

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 9.1%

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 91**  
**Assemblymember George Latimer**  
 Democrat Representing Westchester

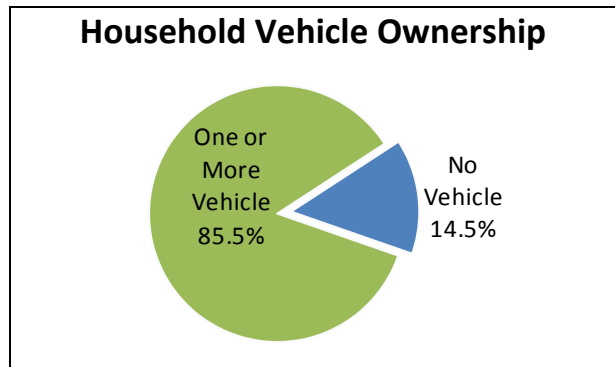
Only 2.6% of workers from Assemblymember George Latimer’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **97.4% would not be affected by the charge** because they don’t work in the 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: 33.3%

Percent of households without a vehicle: 14.5%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$33,468	\$119,699



Percent commuting outside the CPZ: 82.9%

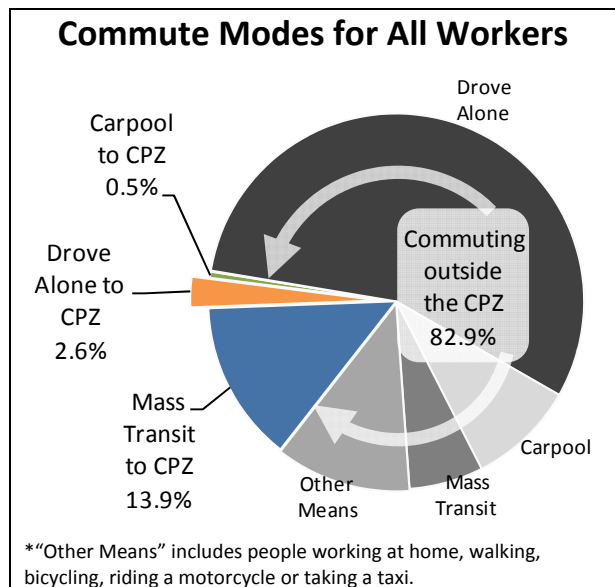
Percent commuting to the CPZ: 17.1%

**Percent driving alone to the CPZ: 2.6%**

Percent carpooling to the CPZ: 0.5%

Percent taking mass transit to the CPZ: 13.9%

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 92**  
**Assemblymember Richard Brodsky**  
 Democrat Representing Westchester

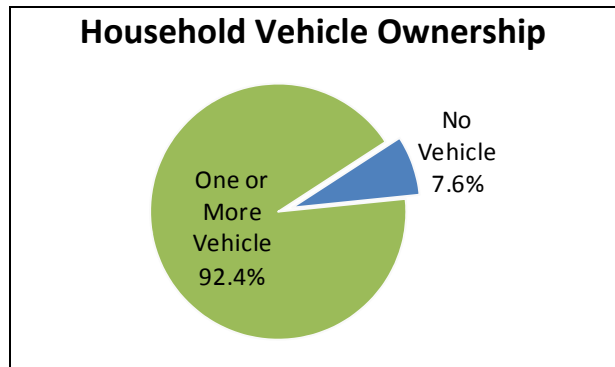
Only 3.9% of workers from Assemblymember Richard Brodsky’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **96.1% would not be affected by the charge** because they don’t work in the congestion pricing zone, or do but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

Percent of households earning less than \$40,000 annually: 22.9%

Percent of households without a vehicle: 7.6%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$40,863	\$118,626



Percent commuting outside the CPZ: 80.4%

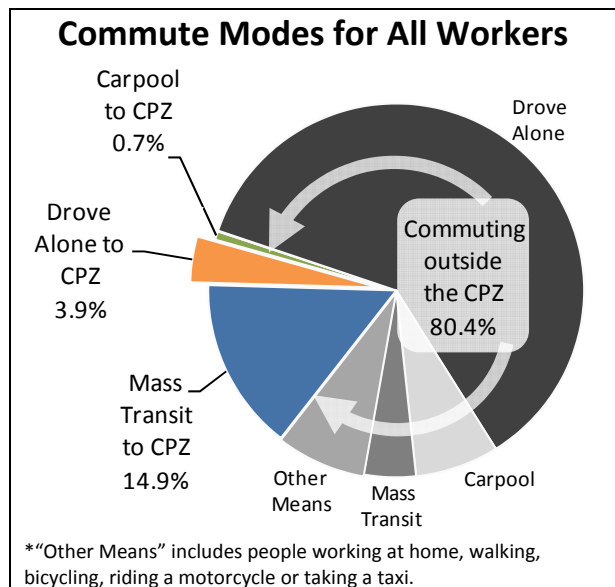
Percent commuting to the CPZ: 19.6%

**Percent driving alone to the CPZ: 3.9%**

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 14.9%

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 93**  
**Assemblymember Mike Spano**  
 Democrat Representing Yonkers

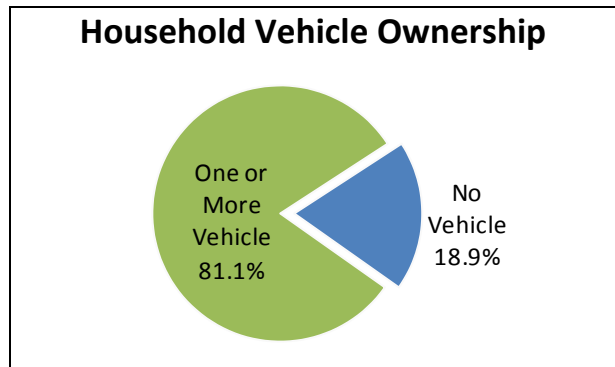
Only 4.3% of workers from Assemblymember Mike Spano’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **95.7% would not be affected by the charge** because they don’t work in the congestion 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: 38.5%

Percent of households without a vehicle: 18.9%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$30,234	\$74,647



Percent commuting outside the CPZ: 83.9%

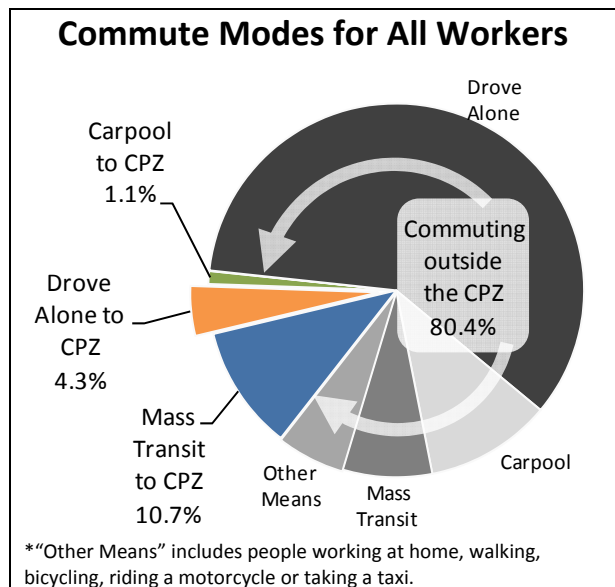
Percent commuting to the CPZ: 16.1%

**Percent driving alone to the CPZ: 4.3%**

Percent carpooling to the CPZ: 1.1%

Percent taking mass transit to the CPZ: 10.7%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%



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

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





**Assembly District 94**  
**Assemblymember Kenneth Zebrowski Jr.**  
 Democrat Representing Rockland

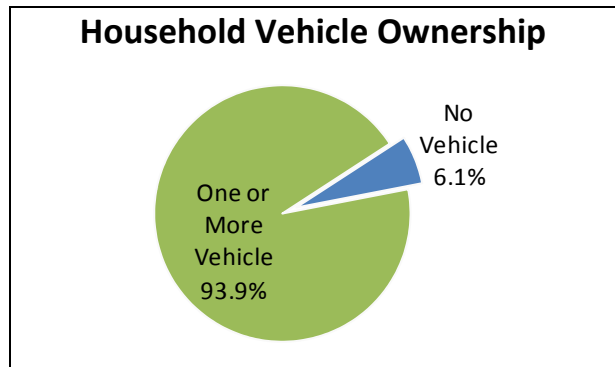
Only 5.7% of workers from Assemblymember Kenneth Zebrowski Jr.'s district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **94.3% would not be affected by the charge** because they don't work 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: 23.4%

Percent of households without a vehicle: 6.1%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$31,385	\$96,422



Percent commuting outside the CPZ: 88.4%

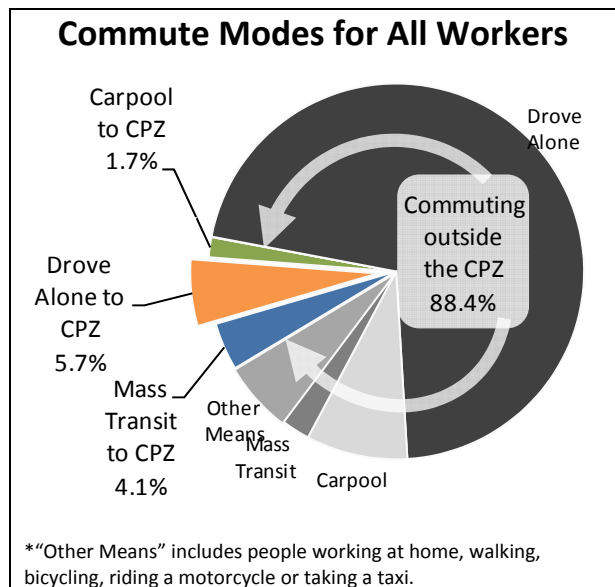
Percent commuting to the CPZ: 11.6%

**Percent driving alone to the CPZ: 5.7%**

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 4.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%



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

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





**Assembly District 95**  
**Assemblymember Ellen C. Jaffee**  
 Democrat Representing Suffern

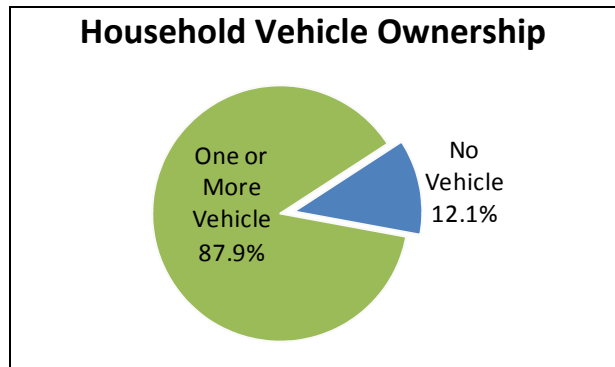
Only 4.5% of workers from Assemblymember Ellen C. Jaffee’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **95.5% would not be affected by the charge** because they don’t work in the 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: 33.0%

Percent of households without a vehicle: 12.1%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$26,993	\$83,745



Percent commuting outside the CPZ: 89.5%

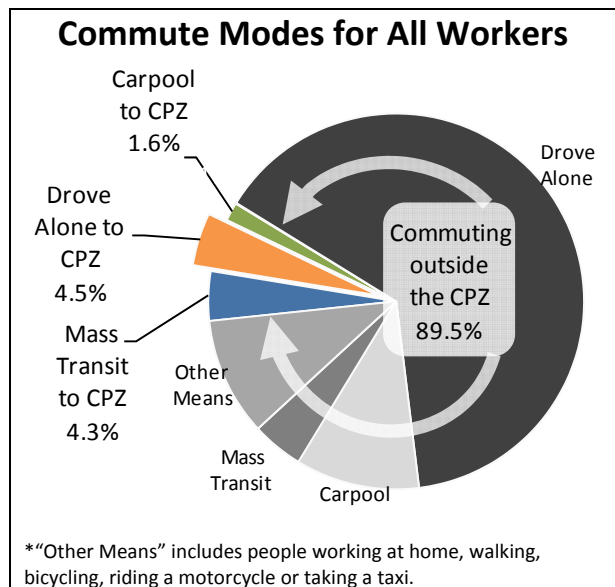
Percent commuting to the CPZ: 10.5%

**Percent driving alone to the CPZ: 4.5%**

Percent carpooling to the CPZ: 1.6%

Percent taking mass transit to the CPZ: 4.3%

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



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 97**  
**Assemblymember Ann Rabbitt**  
 Republican Representing Greenwood Lake

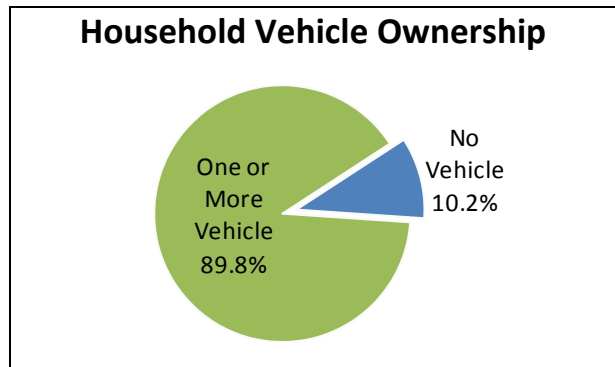
Only 3.2% of workers from Assemblymember Ann Rabbitt’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **96.8% would not be affected by the charge** because they don’t work in the congestion 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: 28.7%

Percent of households without a vehicle: 10.2%

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
\$26,512	\$95,488



Percent commuting outside the CPZ: 90.0%

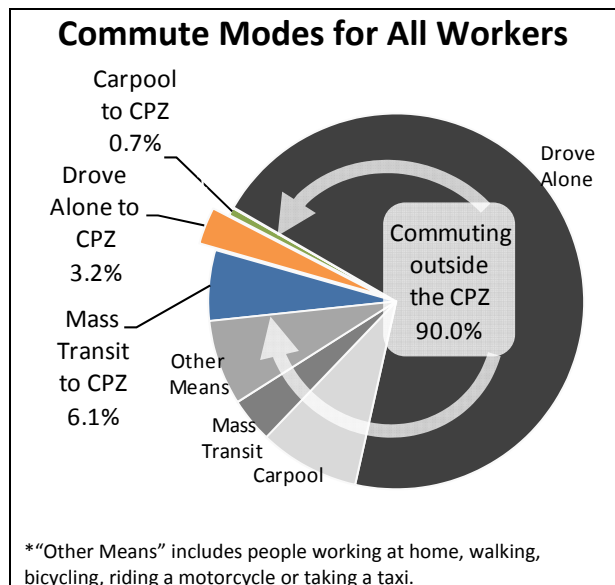
Percent commuting to the CPZ: 10.0%

**Percent driving alone to the CPZ: 3.2%**

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 6.1%

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 99**  
**Assemblymember Greg Ball**  
 Republican Representing Carmel

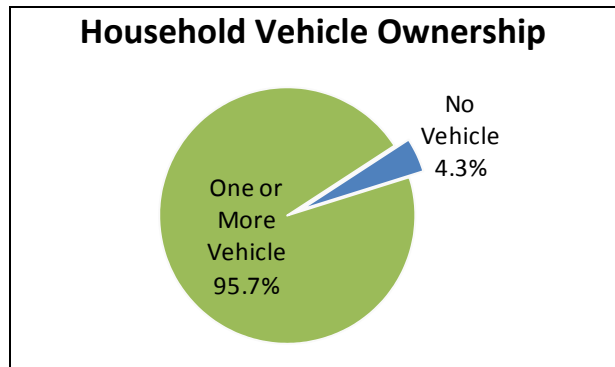
Only 2.6% of workers from Assemblymember Greg Ball’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86<sup>th</sup> Street. The vast majority, **97.4% would not be affected by the charge** because they don’t work in the congestion pricing zone, or do but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

Percent of households earning less than \$40,000 annually: **21.4%**

Percent of households without a vehicle: **4.3%**

Average annual household income:

<u>Households without a vehicle</u>	<u>Households with a vehicle</u>
<b>\$34,447</b>	<b>\$96,889</b>



Percent commuting outside the CPZ: **91.2%**

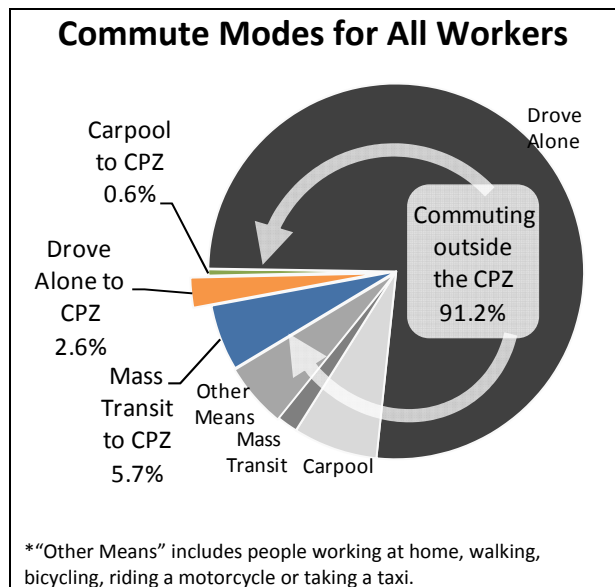
Percent commuting to the CPZ: **8.8%**

**Percent driving alone to the CPZ: 2.6%**

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

Percent taking mass transit to the CPZ: **5.7%**

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: **0.0%**



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

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