

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).

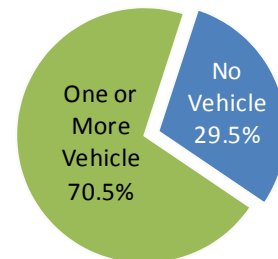
Percent of households earning less than \$40,000 annually: 43.9%

Percent of households without a vehicle: 29.5%

Average annual household income:

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

Household Vehicle Ownership



Percent commuting outside the CPZ: 74.0%

Percent commuting to the CPZ: 26.0%

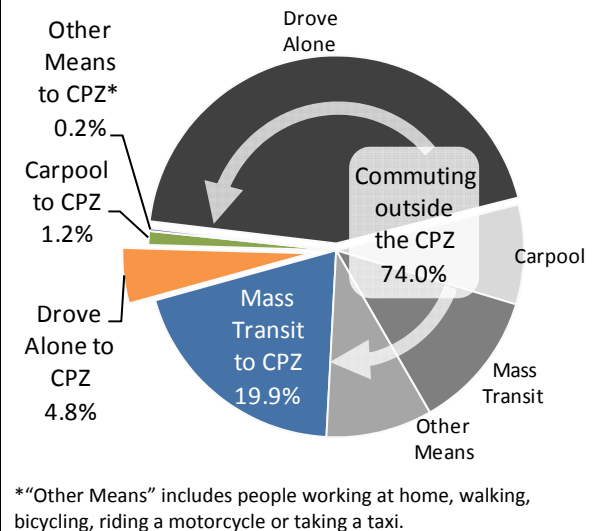
Percent driving alone to the CPZ: 4.8%

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%

Commute Modes for All Workers



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 35

Senator Andrea Stewart-Cousins

Democrat Representing Yonkers

Only 3.9% of workers from Senator Andrea Stewart-Cousins'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).

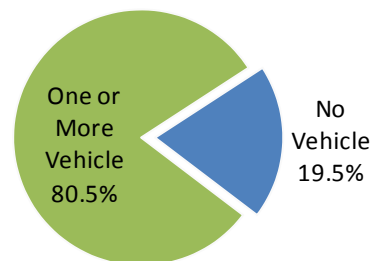
Percent of households earning less than \$40,000 annually: 36.8%

Percent of households without a vehicle: 19.5%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$29,699	\$93,186

Household Vehicle Ownership



Percent commuting outside the CPZ: 83.1%

Percent commuting to the CPZ: 16.9%

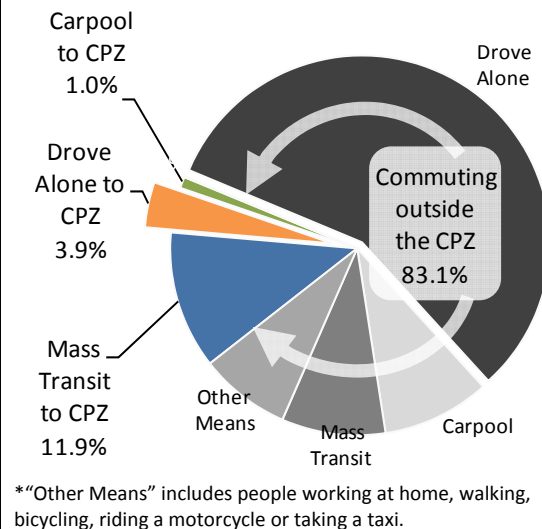
Percent driving alone to the CPZ: 3.9%

Percent carpooling to the CPZ: 1.0%

Percent taking mass transit to the CPZ: 11.9%

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

Commute Modes for All Workers



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).

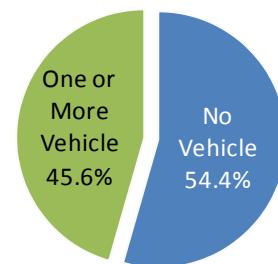
Percent of households earning less than \$40,000 annually: 61.5%

Percent of households without a vehicle: 54.4%

Average annual household income:

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

Household Vehicle Ownership



Percent commuting outside the CPZ: 72.6%

Percent commuting to the CPZ: 27.4%

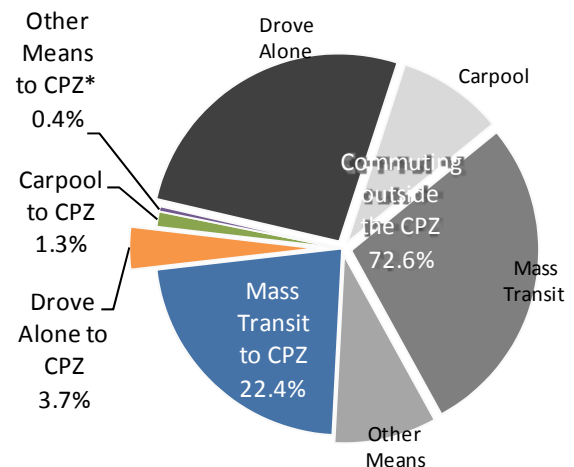
Percent driving alone to the CPZ: 3.7%

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%

Commute Modes for All Workers



*"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

State Senate District 37
Senator Suzi Oppenheimer
Democrat Representing Mamaroneck

Only 3.0% of workers from Senator Suzi Oppenheimer'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).

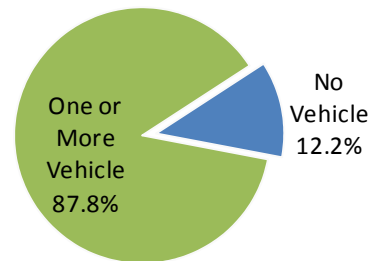
Percent of households earning less than \$40,000 annually: 28.6%

Percent of households without a vehicle: 12.2%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$34,644	\$137,086

Household Vehicle Ownership



Percent commuting outside the CPZ: 81.8%

Percent commuting to the CPZ: 18.2%

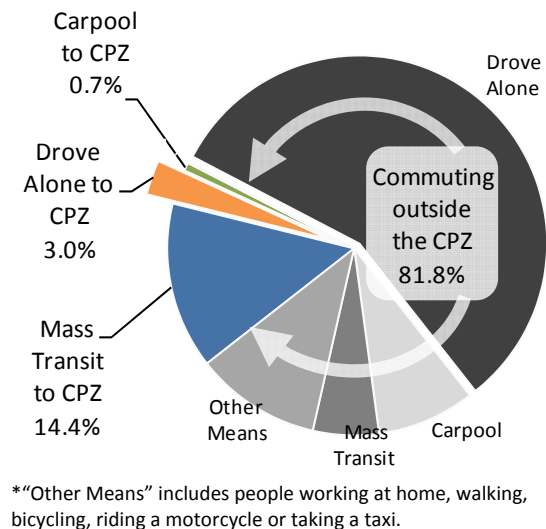
Percent driving alone to the CPZ: 3.0%

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 14.4%

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

Commute Modes for All Workers



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 38
Senator Thomas P. Morahan
Republican/Conservative Representing New City

Only 5.0% of workers from Senator Thomas P. Morahan's district would be impacted by Mayor Bloomberg's congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **95.0% would not be affected by the charge** because they don't work in the congestion pricing zone, or do but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

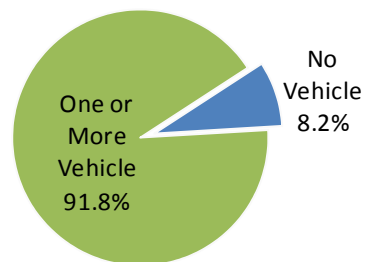
Percent of households earning less than \$40,000 annually: 28.7%

Percent of households without a vehicle: 8.2%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$28,363	\$89,011

Household Vehicle Ownership



Percent commuting outside the CPZ: 89.2%

Percent commuting to the CPZ: 10.8%

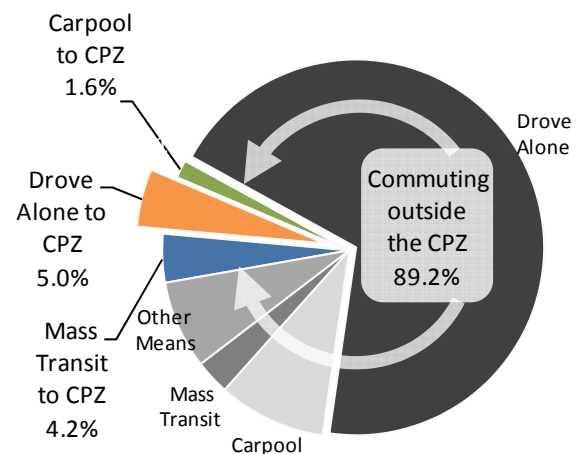
Percent driving alone to the CPZ: 5.0%

Percent carpooling to the CPZ: 1.6%

Percent taking mass transit to the CPZ: 4.2%

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

Commute Modes for All Workers



*"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

State Senate District 40

Senator Vincent L. Leibell, III

Republican/Conservative/Independent Representing Westchester

Only 2.4% of workers from Senator Vincent L. Leibell, III'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).

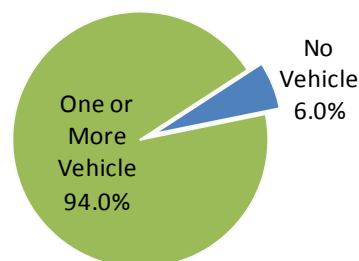
Percent of households earning less than \$40,000 annually: 24.3%

Percent of households without a vehicle: 6.0%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$34,645	\$98,767

Household Vehicle Ownership



Percent commuting outside the CPZ: 89.9%

Percent commuting to the CPZ: 10.1%

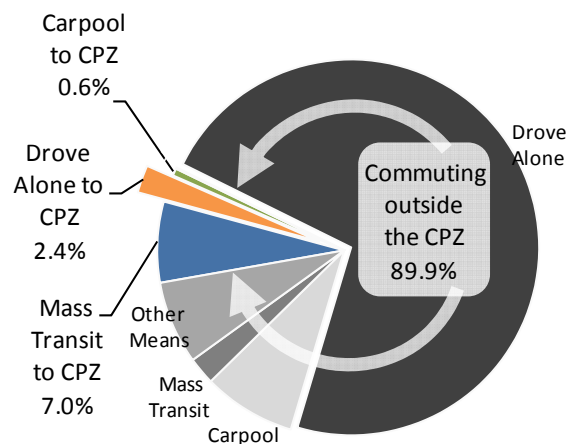
Percent driving alone to the CPZ: 2.4%

Percent carpooling to the CPZ: 0.6%

Percent taking mass transit to the CPZ: 7.0%

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

Commute Modes for All Workers



*"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

