

Connecticut House 66

REPRESENTED BY

State Representative **Karen Reddington-Hughes (R)**

DISTRICT FACT SHEET

Estimated people with a vehicle commute crossing the zone boundary

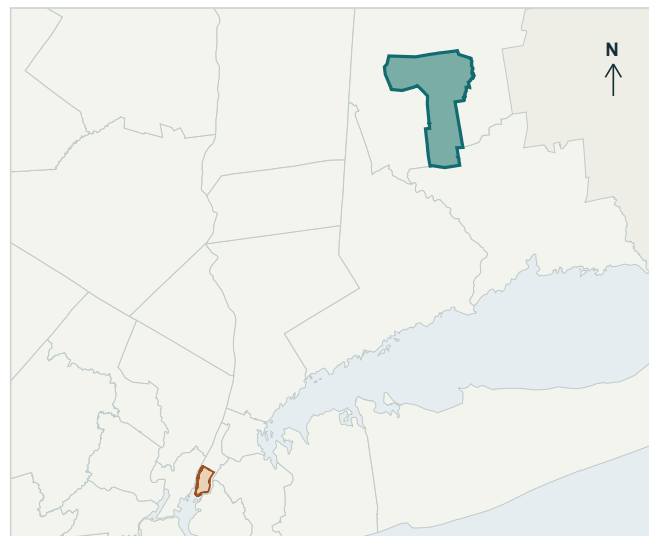
30

0.3% of all resident workers

For comparison, **0.7%** of this district's commuters already use transit — for any job, not only ones in the zone.

11,700 resident workers

Counts people, including carpool passengers — not toll-paying vehicles.



■ District

■ Endpoint study zone

TO A JOB IN THE ZONE

30

RETURNING HOME TO THE ZONE

0

LOCATION SENSITIVITY

20–60 people

Range for unresolved workplace locations and split destination tracts.

This is not a confidence interval; residence allocation is held fixed.

Located-workplace subtotal: 20 ± 140 people (approximate 90% margin of error). The subtotal uses more precisely located flows; the headline also models missing Manhattan workplace tracts.

50

Transit commuters to jobs inside the zone

0

Taxicab commuters with a home or job inside the zone

Transit use is context, not an individual benefit estimate. Taxicabs are shown separately because eligible taxis and for-hire vehicles face a per-trip charge.

How to read this estimate

Connecticut House 66

Workers age 16 and over, including work from home	11,700
Workers traveling away from home	10,510
Vehicle exposure / workers traveling away from home	0.3%
Manhattan auto workers with workplace-tract locations	74.7%
District population within the 31-county study region	100.0%

DISTRICT INTERPRETATION

Most modeled vehicle exposure in this district comes from residents traveling to jobs inside the zone. The count includes carpool passengers; it does not imply a separate toll charge for every person.

WORKPLACE MODEL

CTPP 2017–2021 flows supply the worker counts. Census block populations allocate residence tracts to districts. LODES 2021 primary jobs allocate split destination tracts. Missing Manhattan workplace tracts are assigned the zone share of located flows for the same home tract and mode group, with a regional fallback where needed.

UNCERTAINTY

The location range varies unresolved workplaces and split destination tracts. The separate located-subtotal margin combines weighted source margins under a zero-covariance approximation. Neither captures all allocation error or changes since 2021. Small estimates, especially where the margin is larger than the subtotal, support only limited precision.

SCOPE AND TOLL RULES

Full-district residents are included, even where part of the district lies outside the study region. Usual commute frequency, routes, parking, exemptions and current behavior are unknown. Through-zone travel with both endpoints outside, non-work trips and deliveries during work are excluded. These are potential commute exposures, not actual bills.

SOURCES & REPRODUCTION

- CTPP flows, residence tables and metadata
- Census district and block geography
- Census LODES primary jobs, 2021
- MTA zone, toll rules, credits and exemptions

[Open this district in the interactive explorer](#) · [Full methodology and data downloads](#)

Source data and current representation retrieved September 13, 2026; seats change after elections. Counts rounded to the nearest ten. Independent analysis by Liam Blank; not an MTA or Census Bureau product.