

# Connecticut Senate 31

REPRESENTED BY

State Senator **Henri Martin** (R)

DISTRICT FACT SHEET

Estimated people with a vehicle commute crossing the zone boundary

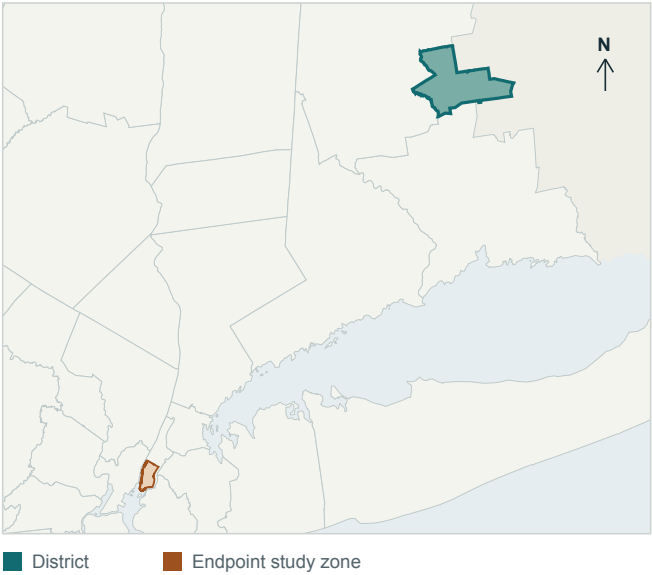
0

0.0% of all resident workers

For comparison, 1.2% of this district's commuters already use transit — for any job, not only ones in the zone.

53,320 resident workers

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



TO A JOB IN THE ZONE

0

RETURNING HOME TO THE ZONE

0

LOCATION SENSITIVITY

0–80 people

Range for unresolved workplace locations and split destination tracts.  
This is not a confidence interval; residence allocation is held fixed.

**Located-workplace subtotal:** 0 ± 60 people (approximate 90% margin of error). The subtotal uses more precisely located flows; the headline also models missing Manhattan workplace tracts.

30

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 Senate 31

|                                                       |                |
|-------------------------------------------------------|----------------|
| Workers age 16 and over, including work from home     | 53,320         |
| Workers traveling away from home                      | 49,720         |
| Vehicle exposure / workers traveling away from home   | 0.0%           |
| Manhattan auto workers with workplace-tract locations | Not applicable |
| District population within the 31-county study region | 21.4%          |

### DISTRICT INTERPRETATION

The model assigns no crossing vehicle commutes to this district in the historical baseline. Sampling uncertainty and incomplete workplace geography mean this should not be read as proof that no residents have such a commute.

### 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.