Only 4.0% of workers in Representative Gary L. Ackerman’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, 96.0% 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: 36.2%

Percent of households without a vehicle: 22.6%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$35,707</td>
<td>$50,305</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 74.8%

Percent commuting to the CPZ: 25.2%

Percent driving alone to the CPZ: 4.0%

Percent carpooling to the CPZ: 1.6%

Percent taking mass transit to the CPZ: 19.3%

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


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 4.1% of workers in Representative Gregory W. Meeks’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, 95.9% 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: 45.7%

Percent of households without a vehicle: 32.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$38,123</td>
<td>$43,485</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 74.0%

Percent commuting to the CPZ: 26.0%

- **Percent driving alone to the CPZ:** 4.1%
- **Percent carpooling to the CPZ:** 1.7%
- **Percent taking mass transit to the CPZ:** 20.0%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.3%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 4.4% of workers in Representative Joseph Crowley’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: 53.7%

Percent of households without a vehicle: 47.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$40,349</td>
<td>$45,508</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 63.4%

Percent commuting to the CPZ: 36.6%

Percent driving alone to the CPZ: 4.4%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 29.9%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.6%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 4.5% of workers in Representative Nadler’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.0% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.5% 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, 95.5% would not be affected by the charge.

**Household Vehicle Ownership**

<table>
<thead>
<tr>
<th>Ownership Type</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Vehicle</td>
<td>68.7%</td>
</tr>
<tr>
<td>One or More Vehicle</td>
<td>31.3%</td>
</tr>
</tbody>
</table>

**Households without a vehicle**: 68.7%

**Households with a vehicle**: 31.3%

**Average annual household income**:

- Households without a vehicle: $77,837
- Households with a vehicle: $93,546

**Percent commuting outside the CPZ**: 33.8%

- Percent living in the CPZ but driving alone to outside the CPZ: 2.5%
- Percent living outside the CPZ and driving alone outside the CPZ: 7.2%

**Percent commuting to the CPZ**: 66.2%

- Percent living inside CPZ and driving alone within the CPZ: 1.0%
- Percent living outside CPZ but driving alone into CPZ: 1.0%
- Percent carpooling to the CPZ: 1.2%
- Percent taking mass transit to the CPZ: 38.6%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 24.4%

*“Other Means” includes people working at home, walking, bicycling, riding a motorcycle or taking a taxi.


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development.
Only 5.0% of workers in Representative Anthony D. Weiner’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: 44.9%

Percent of households without a vehicle: 34.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$51,857</td>
<td>$54,001</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 64.0%

Percent commuting to the CPZ: 36.0%

Percent driving alone to the CPZ: 5.0%

Percent carpooling to the CPZ: 2.1%

Percent taking mass transit to the CPZ: 28.6%

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


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 3.2% of workers in Representative Edolphus Towns’ district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, 96.8% 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: 60.6%

Percent of households without a vehicle: 57.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$39,785</td>
<td>$46,625</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 67.5%

Percent commuting to the CPZ: 32.5%

Percent driving alone to the CPZ: 3.2%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 27.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.5%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.1% of workers in Representative Yvette D. Clarke’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, 97.9% 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: 56.5%

Percent of households without a vehicle: 62.5%

Average annual household income:

- Households without a vehicle: $39,724
- Households with a vehicle: $50,603

Percent commuting outside the CPZ: 60.9%

- Percent commuting to the CPZ: 39.1%
  - Percent driving alone to the CPZ: 2.1%
  - Percent carpooling to the CPZ: 1.1%
  - Percent taking mass transit to the CPZ: 35.3%
  - Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.6%

Congressional District 12
Representative Nydia M. Velázquez
Democrat Representing Brooklyn/Queens/Manhattan

Only 3.3% of workers in Representative Nydia M. Velázquez’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 0.6% 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 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: 62.4%

Percent of households without a vehicle: 66.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$36,535</td>
<td>$45,309</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 55.1%

- Percent living in the CPZ but driving alone to outside the CPZ: 0.6%
- Percent living outside the CPZ and driving alone outside the CPZ: 12.7%
- Percent commuting to the CPZ: 44.9%
  - Percent living inside CPZ and driving alone within the CPZ: 0.6%
  - Percent living outside CPZ but driving alone into CPZ: 2.1%
  - Percent carpooling to the CPZ: 1.2%
  - Percent taking mass transit to the CPZ: 34.3%
  - Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 6.8%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.3% of workers in Representative Vito Fossella’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, 94.7% 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: 40.7%

Percent of households without a vehicle: 26.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$46,896</td>
<td>$55,409</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 69.6%

Percent commuting to the CPZ: 30.4%

Percent driving alone to the CPZ: 5.3%

Percent carpooling to the CPZ: 2.3%

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%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.6% of workers in Representative Carolyn B. Maloney’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 3.9% 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, 94.4% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 35.5%
Percent of households without a vehicle: 70.4%
Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$82,502</td>
<td>$121,818</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 25.6%
- Percent living in the CPZ but driving alone to outside the CPZ: 2.6%
- Percent living outside the CPZ and driving alone outside the CPZ: 4.7%
Percent commuting to the CPZ: 74.4%
- Percent living inside CPZ and driving alone within the CPZ: 1.7%
- Percent living outside CPZ but driving alone into CPZ: 1.3%
Percent carpooling to the CPZ: 1.5%
Percent taking mass transit to the CPZ: 42.5%
Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 27.4%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Congressional District 15
Representative Charles B. Rangel
Democrat Representing Manhattan/Bronx

Only 2.7% of workers in Representative Charles B. Rangel’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, 97.3% 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: 63.9%

Percent of households without a vehicle: 79.6%

Average annual household income:

Households without a vehicle: $45,968
Households with a vehicle: $58,192

Percent commuting outside the CPZ: 48.8%

Percent commuting to the CPZ: 51.2%

Percent driving alone to the CPZ: 2.7%

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 43.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 3.5%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.3% of workers in Representative José E. 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, 97.7% 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: 76.5%

Percent of households without a vehicle: 77.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$37,665</td>
<td>$38,372</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 68.7%

Percent commuting to the CPZ: 31.3%

Percent driving alone to the CPZ: 2.3%

Percent carpooling to the CPZ: 0.9%

Percent taking mass transit to the CPZ: 27.5%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.6%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 3.8% of workers in Representative Eliot L. Engel’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: 54.3%

Percent of households without a vehicle: 46.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$42,569</td>
<td>$53,060</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 74.1%

Percent commuting to the CPZ: 25.9%

Percent driving alone to the CPZ: 3.8%

Percent carpooling to the CPZ: 1.5%

Percent taking mass transit to the CPZ: 20.3%

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