Only 3.5% of workers in Assemblymember Ellen Young’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, 96.5% 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: 54.3%

Percent of households without a vehicle: 44.1%

Average annual household income:

- Households without a vehicle: $32,448
- Households with a vehicle: $56,442

Percent commuting outside the CPZ: 69.2%

Percent commuting to the CPZ: 30.8%

- Percent driving alone to the CPZ: 3.5%
- Percent carpooling to the CPZ: 2.1%
- Percent taking mass transit to the CPZ: 24.7%
- 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 4.7% of workers in Assemblymember Audrey Pheffer’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, 95.3% 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: 46.3%

Percent of households without a vehicle: 27.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$29,042</td>
<td>$66,701</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 73.8%

Percent commuting to the CPZ: 26.2%

Percent driving alone to the CPZ: 4.7%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 19.7%

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


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development.
Only 6.5% of workers in Assemblymember Mark Weprin’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, 93.5% 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: 34.5%

Percent of households without a vehicle: 15.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
</table>
| $40,272                      | $74,571

Percent commuting outside the CPZ: 71.7%

Percent commuting to the CPZ: 28.3%

Percent driving alone to the CPZ: 6.5%

Percent carpooling to the CPZ: 2.4%

Percent taking mass transit to the CPZ: 19.2%

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


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.3% of workers in Assemblymember Rory Lancman’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: 41.7%

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>$36,820</td>
<td>$66,844</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 68.2%

Percent commuting to the CPZ: 31.8%

Percent driving alone to the CPZ: 5.3%

Percent carpooling to the CPZ: 2.6%

Percent taking mass transit to the CPZ: 23.6%

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 6.7% of workers in Assemblymember Ann-Margaret Carrozza’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, 93.3% 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: 35.2%

Percent of households without a vehicle: 16.0%

Average annual household income:
- Households without a vehicle: $34,906
- Households with a vehicle: $75,500

Percent commuting outside the CPZ: 71.1%

Percent commuting to the CPZ: 28.9%

Percent driving alone to the CPZ: 6.7%

Percent carpooling to the CPZ: 2.6%

Percent taking mass transit to the CPZ: 19.4%

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

*“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 5.3% of workers in Assemblymember Nettie Mayersohn’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: 46.2%

Percent of households without a vehicle: 33.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34,072</td>
<td>$63,906</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 65.9%

Percent commuting to the CPZ: 34.1%

**Percent driving alone to the CPZ: 5.3%**

Percent carpooling to the CPZ: 2.3%

Percent taking mass transit to the CPZ: 26.3%

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

*"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 4.2% of workers in Assemblymember Andrew Hevesi’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, 95.8% 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: 40.5%

Percent of households without a vehicle: 40.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$42,572</td>
<td>$75,969</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 53.0%

Percent commuting to the CPZ: 47.0%

Percent driving alone to the CPZ: 4.2%

Percent carpooling to the CPZ: 2.0%

Percent taking mass transit to the CPZ: 40.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development.
Only 3.7% of workers in Assemblymember William Scarborough’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: 42.2%

Percent of households without a vehicle: 30.0%

Average annual household income:
Households without a vehicle: $34,908
Households with a vehicle: $65,118

Percent commuting outside the CPZ: 75.0%

Percent commuting to the CPZ: 25.0%
Percent driving alone to the CPZ: 3.7%
Percent carpooling to the CPZ: 1.8%
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: 0.2%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.5% of workers in Assemblymember Margaret Markey’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, 94.5% 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: 49.5%

Percent of households without a vehicle: 44.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$36,274</td>
<td>$60,255</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 53.2%

Percent commuting to the CPZ: 46.8%

**Percent driving alone to the CPZ: 5.5%**

Percent carpooling to the CPZ: 2.3%

Percent taking mass transit to the CPZ: 38.4%

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

*"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 4.5% of workers in Assemblymember Michele Titus’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, 95.5% 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: 49.9%
Percent of households without a vehicle: 35.9%
Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$29,050</td>
<td>$61,087</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 74.3%
Percent commuting to the CPZ: 25.7%

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

Percent carpooling to the CPZ: 2.1%
Percent taking mass transit to the CPZ: 18.8%
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 3.5% of workers in Assemblymember Vivian Cook’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, 96.5% 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: 52.6%

Percent of households without a vehicle: 41.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$32,499</td>
<td>$56,357</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 75.6%

Percent commuting to the CPZ: 24.4%

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

Percent carpooling to the CPZ: 1.3%

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%

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Only 5.7% of workers in Assemblymember Barbara Clark’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, 94.3% 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: 34.2%

Percent of households without a vehicle: 21.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$45,260</td>
<td>$71,106</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 75.4%

Percent commuting to the CPZ: 24.6%

- **Percent driving alone to the CPZ: 5.7%**
- Percent carpooling to the CPZ: 1.9%
- Percent taking mass transit to the CPZ: 16.8%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.2%

*"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 3.6% of workers in Assemblymember Ivan Lafayette’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, 96.4% 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: 49.8%

Percent of households without a vehicle: 49.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$39,055</td>
<td>$59,645</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 57.5%

Percent commuting to the CPZ: 42.5%

**Percent driving alone to the CPZ: 3.6%**

Percent carpooling to the CPZ: 1.5%

Percent taking mass transit to the CPZ: 36.9%

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 3.2% of workers in Assemblymember Jeffrion Aubry’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, 96.8% 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: 53.7%

Percent of households without a vehicle: 48.1%

Average annual household income:
- Households without a vehicle: $34,682
- Households with a vehicle: $56,028

Percent commuting outside the CPZ: 60.8%

Percent commuting to the CPZ: 39.2%

Percent driving alone to the CPZ: 3.2%

Percent carpooling to the CPZ: 1.9%

Percent taking mass transit to the CPZ: 33.2%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.8%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 4.4% of workers in Assemblymember Michael N. Gianaris’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: 51.6%

Percent of households without a vehicle: 51.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Household Vehicle Ownership</th>
</tr>
</thead>
<tbody>
<tr>
<td>$37,060</td>
<td>One or More Vehicle 48.6%</td>
</tr>
<tr>
<td></td>
<td>No Vehicle 51.4%</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 49.3%

Percent commuting to the CPZ: 50.7%

Percent driving alone to the CPZ: 4.4%

Percent carpooling to the CPZ: 1.3%

Percent taking mass transit to the CPZ: 44.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.9%

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

Only 3.2% of workers in Assemblymember Catherine Nolan’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, 96.8% 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: 59.5%

Percent of households without a vehicle: 60.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$32,383</td>
<td>$54,388</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 54.8%

Percent commuting to the CPZ: 45.2%

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

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 39.4%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 1.1%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 4.3% of workers in Assemblymember Anthony Seminerio’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, **95.7% 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:** 47.6%

**Percent of households without a vehicle:** 36.8%

**Average annual household income:**

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$35,735</td>
<td>$59,662</td>
</tr>
</tbody>
</table>

**Percent commuting outside the CPZ:** 67.0%

**Percent commuting to the CPZ:** 33.0%

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

**Percent carpooling to the CPZ:** 1.8%

**Percent taking mass transit to the CPZ:** 26.6%

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

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Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.2% of workers in Assemblymember Jose Peralta’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, 97.8% 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).

<table>
<thead>
<tr>
<th>Household Vehicle Ownership</th>
</tr>
</thead>
<tbody>
<tr>
<td>One or More Vehicle</td>
</tr>
<tr>
<td>No Vehicle</td>
</tr>
</tbody>
</table>

Percent of households earning less than $40,000 annually: 54.6%

Percent of households without a vehicle: 61.1%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$39,333</td>
<td>$56,874</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 59.0%

Percent commuting to the CPZ: 41.0%

**Percent driving alone to the CPZ:** 2.2%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 37.0%

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

*“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 3.1% of workers in Assemblymember Diane Gordon’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, 96.9% 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: 69.3%

Percent of households without a vehicle: 60.6%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$23,342</td>
<td>$49,111</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 71.2%

Percent commuting to the CPZ: 28.8%

Percent driving alone to the CPZ: 3.1%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 24.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.3%
Only 4.1% of workers in Assemblymember Helene Weinstein’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: 48.2%

Percent of households without a vehicle: 39.7%

Average annual household income:

- Households without a vehicle: $31,435
- Households with a vehicle: $67,306

Percent commuting outside the CPZ: 68.7%

Percent commuting to the CPZ: 31.3%

- Percent driving alone to the CPZ: 4.1%
- Percent carpooling to the CPZ: 1.7%
- Percent taking mass transit to the CPZ: 25.2%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.2% of workers in Assemblymember Rhoda Jacobs’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, 97.8% 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: 60.7%

Percent of households without a vehicle: 62.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Household Ownership</th>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Vehicle</td>
<td>62.9%</td>
<td></td>
</tr>
<tr>
<td>One or More Vehicle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>37.1%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 66.2%

Percent commuting to the CPZ: 33.8%

Percent driving alone to the CPZ: 2.2%

Percent carpooling to the CPZ: 1.1%

Percent taking mass transit to the CPZ: 30.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%

Only 1.6% of workers in Assemblymember Karim Camara’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, 98.4% 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: 62.5%

Percent of households without a vehicle: 66.0%

Average annual household income:

- Households without a vehicle: $32,695
- Households with a vehicle: $55,721

Percent commuting outside the CPZ: 67.6%

Percent commuting to the CPZ: 32.4%

- **Percent driving alone to the CPZ: 1.6%**
- Percent carpooling to the CPZ: 1.0%
- Percent taking mass transit to the CPZ: 29.4%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%

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

Only 3.0% of workers in Assemblymember James F. Brennan'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: 49.5%

Percent of households without a vehicle: 53.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$38,269</td>
<td>$71,832</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 57.1%

Percent commuting to the CPZ: 42.9%

Percent driving alone to the CPZ: 3.0%

Percent carpooling to the CPZ: 1.3%

Percent taking mass transit to the CPZ: 38.1%

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

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

Only 2.5% of workers in Assemblymember Steven Cymbrowitz’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, 97.5% 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: 56.1%

Percent of households without a vehicle: 47.5%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$28,661</td>
<td>$66,876</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 65.7%

Percent commuting to the CPZ: 34.3%

**Percent driving alone to the CPZ: 2.5%**

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 29.8%

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


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 3.3% of workers in Assemblymember Alec Brook-Krasny’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, 96.7% 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: 60.8%

Percent of households without a vehicle: 55.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27,197</td>
<td>$62,986</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 66.2%

Percent commuting to the CPZ: 33.8%

Percent driving alone to the CPZ: 3.3%

Percent carpooling to the CPZ: 2.0%

Percent taking mass transit to the CPZ: 28.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%

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

Only 3.2% of workers in Assemblymember William Colton’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, 96.8% 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: 56.4%

Percent of households without a vehicle: 46.1%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$28,217</td>
<td>$58,207</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 63.7%

Percent commuting to the CPZ: 36.3%

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

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 31.2%

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

**“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 2.3% of workers in Assemblymember Dov Hikind’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: 59.6%

Percent of households without a vehicle: 50.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$29,640</td>
<td>$62,812</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 72.5%

Percent commuting to the CPZ: 27.5%

Percent driving alone to the CPZ: 2.3%

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 22.7%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.8%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.8% of workers in Assemblymember Peter Abbate’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, 97.2% 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: 56.4%

Percent of households without a vehicle: 45.3%

Average annual household income:

- **Households without a vehicle**: $31,133
- **Households with a vehicle**: $58,502

Percent commuting outside the CPZ: 63.9%

Percent commuting to the CPZ: 36.1%

- **Percent driving alone to the CPZ**: 2.8%
- **Percent carpooling to the CPZ**: 2.6%
- **Percent taking mass transit to the CPZ**: 30.5%
- **Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ**: 0.3%

**Data source:** U.S. Bureau of the Census. 2000 Decennial Census.
Only 2.5% of workers in Assemblymember Joseph Lentol’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, 97.5% 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: 64.4%

Percent of households without a vehicle: 67.1%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$31,007</td>
<td>$54,624</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 60.7%

Percent commuting to the CPZ: 39.3%

**Percent driving alone to the CPZ: 2.5%**

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 34.2%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 1.5%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.2% of workers in Assemblymember Felix Ortiz’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, 97.8% 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: 64.9%

Percent of households without a vehicle: 65.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$30,135</td>
<td>$54,392</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 68.3%

Percent commuting to the CPZ: 31.7%

**Percent driving alone to the CPZ:** 2.2%

Percent carpooling to the CPZ: 0.9%

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: 1.0%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.1% of workers in Assemblymember Joan Millman’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:** 34.4%

**Percent of households without a vehicle:** 61.5%

**Average annual household income:**
- Households **without a vehicle**: $62,460
- Households **with a vehicle**: $123,479

**Percent commuting outside the CPZ:** 41.8%

**Percent commuting to the CPZ:** 58.2%

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

**Percent carpooling to the CPZ:** 0.9%

**Percent taking mass transit to the CPZ:** 53.5%

**Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ:** 1.6%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 1.2% of workers in Assemblymember Vito Lopez’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, 98.8% 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: 73.4%

Percent of households without a vehicle: 74.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27,346</td>
<td>$49,028</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 67.2%

Percent commuting to the CPZ: 32.8%

Percent driving alone to the CPZ: 1.2%

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 30.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.7%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.3% of workers in Assemblymember Darryl Towns’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: 70.0%

Percent of households without a vehicle: 65.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$24,582</td>
<td>$50,569</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 71.3%

Percent commuting to the CPZ: 28.7%

Percent driving alone to the CPZ: 2.3%

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 25.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 1.9% of workers in Assemblymember William Boyland, Jr.’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, **98.1% 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: 74.8%
- Percent of households without a vehicle: 73.5%
- Average annual household income:
  - Households without a vehicle: $22,651
  - Households with a vehicle: $47,909
- Percent commuting outside the CPZ: 68.1%
- Percent commuting to the CPZ: 31.9%
  - **Percent driving alone to the CPZ: 1.9%**
- Percent carpooling to the CPZ: 0.7%
- Percent taking mass transit to the CPZ: 28.9%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.4% of workers in Assemblymember Annette Robinson’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: 69.8%

Percent of households without a vehicle: 70.7%

Average annual household income:
- Households without a vehicle: $25,688
- Households with a vehicle: $53,356

Percent commuting outside the CPZ: 66.9%

Percent commuting to the CPZ: 33.1%

**Percent driving alone to the CPZ: 2.4%**

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 29.6%

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

*“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 2.2% of workers in Assemblymember Hakeem Jeffries’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, 97.8% 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: 56.7%

Percent of households without a vehicle: 67.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$37,737</td>
<td>$68,562</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 54.9%

Percent commuting to the CPZ: 45.1%  
**Percent driving alone to the CPZ: 2.2%**

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 41.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.9%

*“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 2.9% of workers in Assemblymember N. Nick Perry’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, 97.1% 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: 54.5%

Percent of households without a vehicle: 49.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$33,508</td>
<td>$58,119</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 69.4%

Percent commuting to the CPZ: 30.6%

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

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 25.7%

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 5.8% of workers in Assemblymember Alan Maisel’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, 94.2% 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: 38.8%

Percent of households without a vehicle: 25.2%

Average annual household income:

Households without a vehicle: $35,145
Households with a vehicle: $69,185

Percent commuting outside the CPZ: 72.8%

Percent commuting to the CPZ: 27.2%

Percent driving alone to the CPZ: 5.8%

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 19.2%

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

*“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 5.9% of workers in Assemblymember Janele Hyer-Spencer’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, 94.1% 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: 41.5%

Percent of households without a vehicle: 29.0%

Average annual household income:

- Households without a vehicle: $33,757
- Households with a vehicle: $72,388

Percent commuting outside the CPZ: 68.3%

Percent commuting to the CPZ: 31.7%

- Percent driving alone to the CPZ: 5.9%
- Percent carpooling to the CPZ: 2.1%
- Percent taking mass transit to the CPZ: 23.6%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.2%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.1% of workers in Assemblymember Matthew Titone’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, 94.9% 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: 45.5%

Percent of households without a vehicle: 30.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$26,875</td>
<td>$68,203</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 73.3%

Percent commuting to the CPZ: 26.7%

**Percent driving alone to the CPZ: 5.1%**

Percent carpooling to the CPZ: 2.2%

Percent taking mass transit to the CPZ: 18.8%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.7%

Only 7.2% of workers in Assemblymember Lou Tobacco’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, 92.8% 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: 27.0%

Percent of households without a vehicle: 8.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$35,081</td>
<td>$81,743</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 73.6%

Percent commuting to the CPZ: 26.4%

**Percent driving alone to the CPZ: 7.2%**

Percent carpooling to the CPZ: 2.5%

Percent taking mass transit to the CPZ: 16.6%

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

Only 5.7% of workers in Assemblymember Michael Cusick’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, 94.3% 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: 31.4%

Percent of households without a vehicle: 13.0%

Average annual household income:

Households without a vehicle: $32,440
Households with a vehicle: $78,079

Percent commuting outside the CPZ: 72.9%

Percent commuting to the CPZ: 27.1%

Percent driving alone to the CPZ: 5.7%

Percent carpooling to the CPZ: 2.3%

Percent taking mass transit to the CPZ: 19.1%

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


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.6% of workers in Assemblymember Sheldon Silver’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 2.3% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.3% would pay the full rate because they reside 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: 58.6%

Percent of households without a vehicle: 82.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$45,185</td>
<td>$94,024</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 21.4%

**Percent living in the CPZ but driving alone to outside the CPZ: 3.3%**

Percent living outside the CPZ and driving alone outside the CPZ: 0%

Percent commuting to the CPZ: 78.6%

**Percent driving alone to the CPZ: 2.3%**

Percent carpooling to the CPZ: 1.9%

Percent taking mass transit to the CPZ: 36.0%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 38.4%

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*"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.
Only 7.0% of workers from Assemblymember Micah Kellner’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 2.4% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 4.6% 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, 93.0% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 28.0%

Percent of households without a vehicle: 73.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$85,695</td>
<td>$183,365</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 19.3%

- Percent living in the CPZ but driving alone to outside the CPZ: 3.9%
- Percent living outside the CPZ and driving alone outside the CPZ: 1.5%

Percent commuting to the CPZ: 80.7%

- Percent living inside CPZ and driving alone within the CPZ: 2.4%
- Percent living outside CPZ but driving alone into CPZ: 0.7%

Percent carpooling to the CPZ: 2.0%

Percent taking mass transit to the CPZ: 49.5%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 26.2%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 4.6% of workers in Assemblymember Deborah Glick’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.4% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.2% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, 95.4% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 32.4%

Percent of households without a vehicle: 77.6%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$85,174</td>
<td>$182,487</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 14.2%

Percent living in the CPZ but driving alone to outside the CPZ: 3.2%

Percent living outside the CPZ and driving alone outside the CPZ: 0%

Percent commuting to the CPZ: 85.8%

Percent driving alone to the CPZ: 1.4%

Percent carpooling to the CPZ: 0.6%

Percent taking mass transit to the CPZ: 43.0%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 40.8%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.9% of workers from Assemblymember Linda Rosenthal’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.5% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 4.4% 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, 94.1% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 31.6%

Percent of households without a vehicle: 75.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$91,349</td>
<td>$195,367</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 21.2%

- Percent living in the CPZ but driving alone to outside the CPZ: 4.0%
- Percent living outside the CPZ and driving alone outside the CPZ: 1.3%

Percent commuting to the CPZ: 78.8%

- Percent living inside CPZ and driving alone within the CPZ: 1.5%
- Percent living outside CPZ but driving alone into CPZ: 0.4%
- Percent carpooling to the CPZ: 0.8%
- Percent taking mass transit to the CPZ: 50.6%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 25.4%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.9% of workers in Assemblymember Adam Clayton Powell IV’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, 97.1% 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: 72.6%

Percent of households without a vehicle: 83.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$30,933</td>
<td>$68,448</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 45.2%

Percent commuting to the CPZ: 54.8%

Percent driving alone to the CPZ: 2.9%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 45.0%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 5.2%

Only 2.1% of workers in Assemblymember Daniel O'Donnell’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: 44.1%

Percent of households without a vehicle: 75.6%

Average annual household income:
- Households without a vehicle: $58,113
- Households with a vehicle: $131,816

Percent commuting outside the CPZ: 43.4%

Percent commuting to the CPZ: 56.6%
- Percent driving alone to the CPZ: 2.1%
- Percent carpooling to the CPZ: 0.6%
- Percent taking mass transit to the CPZ: 48.4%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 5.5%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 3.1% of workers in Assemblymember Keith L. T. Wright’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, 96.9% 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: 73.2%

Percent of households without a vehicle: 81.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$28,580</td>
<td>$49,977</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 47.8%

Percent commuting to the CPZ: 52.2%

Percent driving alone to the CPZ: 3.1%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 44.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 3.3%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 3.4% of workers in Assemblymember Herman D. Farrell’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, 96.6% 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: 63.9%

Percent of households without a vehicle: 77.9%

Average annual household income:
- Households without a vehicle: $34,219
- Households with a vehicle: $61,063

Percent commuting outside the CPZ: 50.4%

Percent commuting to the CPZ: 49.6%

- **Percent driving alone to the CPZ:** 3.4%
- Percent carpooling to the CPZ: 1.8%
- Percent taking mass transit to the CPZ: 42.2%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 2.2%

*“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.
Assembly District 72
Assemblmembler Adriano Espaillat
Democrat Representing Manhattan

Only 2.7% of workers in Assemblymember Adriano Espaillat’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: 69.0%

Percent of households without a vehicle: 80.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$32,323</td>
<td>$48,746</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 59.0%

Percent commuting to the CPZ: 41.0%

**Percent driving alone to the CPZ: 2.7%**

Percent carpooling to the CPZ: 1.9%

Percent taking mass transit to the CPZ: 34.4%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 2.0%

Only 6.0% of workers from Assemblymember Jonathan Bing’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 2.2% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.8% 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, 94.0% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 21.2%
Percent of households without a vehicle: 68.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$124,716</td>
<td>$301,281</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 18.5%
- Percent living in the CPZ but driving alone to outside the CPZ: 3.1%
- Percent living outside the CPZ and driving alone outside the CPZ: 1.4%
Percent commuting to the CPZ: 81.5%
- Percent living inside CPZ and driving alone within the CPZ: 2.2%
- Percent living outside CPZ but driving alone into CPZ: 0.7%
- Percent carpooling to the CPZ: 1.9%
- Percent taking mass transit to the CPZ: 37.4%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 39.4%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 6.9% of workers in Assemblymember Brian Kavanagh’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 2.8% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 4.1% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, 93.1% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 39.3%

Percent of households without a vehicle: 77.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$65,457</td>
<td>$137,471</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 16.7%

- Percent living in the CPZ but driving alone to outside the CPZ: 4.1%
- Percent living outside the CPZ and driving alone outside the CPZ: 0%
- Percent commuting to the CPZ: 83.3%
  - Percent driving alone to the CPZ: 2.8%
  - Percent carpooling to the CPZ: 1.4%
  - Percent taking mass transit to the CPZ: 38.9%
  - Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 40.3%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development.
Only 5.0% of workers in Assemblymember Richard Gottfried’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.5% 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 within the zone, but drive to work outside of it. The vast majority, 95.0% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 34.1%

Percent of households without a vehicle: 80.5%

Average annual household income:
- Households without a vehicle: $85,225
- Households with a vehicle: $192,687

Percent commuting outside the CPZ: 15.7%
- Percent living in the CPZ but driving alone to outside the CPZ: 3.5%
- Percent living outside the CPZ and driving alone outside the CPZ: 0%

Percent commuting to the CPZ: 84.3%
- Percent driving alone to the CPZ: 1.5%
- Percent carpooling to the CPZ: 0.9%
- Percent taking mass transit to the CPZ: 38.1%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 43.9%

*“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 4.2% of workers in Assemblymember Peter Rivera’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, **95.8% 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: 63.9%

Percent of households without a vehicle: 60.7%

Average annual household income:

- **Households without a vehicle**: $28,320
- **Households with a vehicle**: $51,501

Percent commuting outside the CPZ: 64.2%

- **Percent commuting to the CPZ**: 35.8%
  - **Percent driving alone to the CPZ**: 4.2%
  - **Percent carpooling to the CPZ**: 1.4%
  - **Percent taking mass transit to the CPZ**: 29.6%
  - **Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ**: 0.5%

Only 2.6% of workers in Assemblymember Aurelia Greene’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, 97.4% 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: 76.0%

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>$27,104</td>
<td>$44,696</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 67.7%

Percent commuting to the CPZ: 32.3%

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

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 27.9%

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 2.3% of workers in Assemblymember Jose Rivera’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: 70.1%

Percent of households without a vehicle: 71.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$26,692</td>
<td>$48,776</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 69.0%

Percent commuting to the CPZ: 31.0%

**Percent driving alone to the CPZ: 2.3%**

Percent carpooling to the CPZ: 1.3%

Percent taking mass transit to the CPZ: 26.8%

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

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

Only 3.1% of workers in Assemblymember Michael Benjamin’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, 96.9% 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:** 78.6%

**Percent of households without a vehicle:** 75.7%

**Average annual household income:**

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$23,361</td>
<td>$42,550</td>
</tr>
</tbody>
</table>

**Percent commuting outside the CPZ:** 69.5%

**Percent commuting to the CPZ:** 30.5%

**Percent driving alone to the CPZ:** 3.1%

**Percent carpooling to the CPZ:** 0.9%

**Percent taking mass transit to the CPZ:** 25.8%

**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 3.5% of workers in Assemblymember Naomi Rivera’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, **96.5% 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: **57.3%**

Percent of households without a vehicle: **50.1%**

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$29,369</td>
<td>$56,322</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: **70.7%**

Percent commuting to the CPZ: **29.3%**

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

Percent carpooling to the CPZ: **1.2%**

Percent taking mass transit to the CPZ: **24.3%**

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

*“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.
Only 5.2% of workers in Assemblymember Jeffrey Dinowitz’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, 94.8% 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: 47.0%

Percent of households without a vehicle: 45.2%

Average annual household income:

Households without a vehicle: $34,869
Households with a vehicle: $77,145

Percent commuting outside the CPZ: 64.0%

Percent commuting to the CPZ: 36.0%

Percent driving alone to the CPZ: 5.2%

Percent carpooling to the CPZ: 2.1%

Percent taking mass transit to the CPZ: 28.2%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%

Only 5.8% of workers in Assemblymember Michael Benedetto’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, 94.2% 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: 47.2%

Percent of households without a vehicle: 35.7%

Average annual household income:

Households without a vehicle: $31,432
Households with a vehicle: $62,545

Percent commuting outside the CPZ: 69.5%

Percent commuting to the CPZ: 30.5%

Percent driving alone to the CPZ: 5.8%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 22.7%

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

**“Other Means” includes people working at home, walking, bicycling, riding a motorcycle or taking a taxi.**
Only 4.1% of workers in Assemblymember Carl Heastie’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: **53.7%**

Percent of households without a vehicle: **44.8%**

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$30,094</td>
<td>$60,762</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: **72.7%**

Percent commuting to the CPZ: **27.3%**

**Percent driving alone to the CPZ: 4.1%**

Percent carpooling to the CPZ: **1.4%**

Percent taking mass transit to the CPZ: **21.4%**

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: **0.4%**

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**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
Only 2.0% of workers in Assemblymember Carmen Arroyo’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, 98.0% 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: 79.4%

Percent of households without a vehicle: 81.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$24,026</td>
<td>$40,893</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 67.7%

Percent commuting to the CPZ: 32.3%

Percent driving alone to the CPZ: 2.0%

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 29.1%

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 3.7% of workers in Assemblymember Ruben Diaz, Jr.’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: 73.0%

Percent of households without a vehicle: 70.5%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$24,723</td>
<td>$48,107</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 67.4%

Percent commuting to the CPZ: 32.6%

Percent driving alone to the CPZ: 3.7%

Percent carpooling to the CPZ: 2.0%

Percent taking mass transit to the CPZ: 26.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.8%

*“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 1.8% of workers in Assemblymember Luis Diaz’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, 98.2% 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: 74.7%

Percent of households without a vehicle: 78.6%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$26,736</td>
<td>$42,437</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 67.7%

Percent commuting to the CPZ: 32.3%

Percent driving alone to the CPZ: 1.8%

Percent carpooling to the CPZ: 0.6%

Percent taking mass transit to the CPZ: 29.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%

**“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