Only 5.1% of workers in Councilmember Alan J. Gerson’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 2.0% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.1% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, 94.9% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 49.2%

Percent of households without a vehicle: 79.2%

Average annual household income:
- Households without a vehicle: $60,308
- Households with a vehicle: $145,720

Percent commuting outside the CPZ: 19.2%
- 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: 0%
- Percent commuting to the CPZ: 80.8%
- Percent driving alone to the CPZ: 2.0%
- Percent carpooling to the CPZ: 1.6%
- Percent taking mass transit to the CPZ: 36.2%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 41.1%

**“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 5.6% of workers in Councilmember Rosie Mendez’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 3.4% 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: 44.1%

Percent of households without a vehicle: 81.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$63,228</td>
<td>$125,449</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 16.4%

- Percent living in the CPZ but driving alone to outside the CPZ: 3.4%
- Percent living outside the CPZ and driving alone outside the CPZ: 0%
- Percent commuting to the CPZ: 83.6%
  - Percent driving alone to the CPZ: 2.2%
  - Percent carpooling to the CPZ: 1.1%
  - 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: 38.2%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 4.8% of workers in Council Speaker Christine C. Quinn’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 3.4% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, 95.2% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 37.4%

Percent of households without a vehicle: 80.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$75,211</td>
<td>$154,117</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 15.9%

- Percent living in the CPZ but driving alone to outside the CPZ: 3.4%
- Percent living outside the CPZ and driving alone outside the CPZ: 0%
- Percent commuting to the CPZ: 84.1%
  - Percent driving alone to the CPZ: 1.4%
- Percent carpooling to the CPZ: 0.7%
- 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: 41.6%

*“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 6.3% of workers from Councilmember Daniel R. Garodnick’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 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, 93.7% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 22.8%

Percent of households without a vehicle: 70.1%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$111,870</td>
<td>$269,039</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 17.6%

Percent living in the CPZ but driving alone to outside the CPZ: 3.4%

Percent living outside the CPZ and driving alone outside the CPZ: 0.8%

Percent commuting to the CPZ: 82.4%

Percent living inside CPZ and driving alone within the CPZ: 2.4%

Percent living outside CPZ but driving alone into CPZ: 0.5%

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 35.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 42.5%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 6.8% of workers from Councilmember Jessica S. Lappin’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 4.5% 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, 93.2% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 27.1%

Percent of households without a vehicle: 73.1%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$89,753</td>
<td>$193,957</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 18.9%

- 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: 1.4%

Percent commuting to the CPZ: 81.1%

- Percent living inside CPZ and driving alone within the CPZ: 2.3%
- Percent living outside CPZ but driving alone into CPZ: 0.6%

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 46.9%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 29.4%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.6% of workers from Councilmember Gale A. Brewer’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.2% 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, 94.4% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 30.1%

Percent of households without a vehicle: 74.0%

Average annual household income:
- Households without a vehicle: $96,056
- Households with a vehicle: $208,293

Percent commuting outside the CPZ: 22.8%
- Percent living in the CPZ but driving alone to outside the CPZ: 3.6%
- Percent living outside the CPZ and driving alone outside the CPZ: 1.9%

Percent commuting to the CPZ: 77.2%
- Percent living inside CPZ and driving alone within the CPZ: 1.2%
- Percent living outside CPZ but driving alone into CPZ: 0.8%

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 51.9%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 22.6%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development.
Only 3.2% of workers in Councilmember Robert Jackson’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: 65.0%
Percent of households without a vehicle: 78.4%
Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$33,261</td>
<td>$60,261</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 49.2%
Percent commuting to the CPZ: 50.8%
Percent driving alone to the CPZ: 3.2%
Percent carpooling to the CPZ: 1.6%
Percent taking mass transit to the CPZ: 43.8%
Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 2.2%

Only 2.6% of workers in Councilmember Melissa Mark Viverito’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: 66.2%

Percent of households without a vehicle: 82.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$35,718</td>
<td>$80,223</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 44.3%

Percent commuting to the CPZ: 55.7%

Percent driving alone to the CPZ: 2.6%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 47.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 4.5%

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

Only 2.6% of workers in Councilmember Inez E. Dickens’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: 65.2%

Percent of households without a vehicle: 79.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34,971</td>
<td>$72,272</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 49.5%

Percent commuting to the CPZ: 50.5%

Percent driving alone to the CPZ: 2.6%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 42.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 4.1%

Only 2.6% of workers in Councilmember Miguel Martinez’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: 70.6%

Percent of households without a vehicle: 81.4%

Average annual household income:
- Households without a vehicle: $32,276
- Households with a vehicle: $46,026

Percent commuting outside the CPZ: 59.3%

Percent commuting to the CPZ: 40.7%

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

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 33.9%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 2.4%

Only 4.4% of workers in Councilmember G. Oliver Koppell’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: 50.9%
Percent of households without a vehicle: 49.4%
Average annual household income:
- Households without a vehicle: $33,074
- Households with a vehicle: $72,107

Percent commuting outside the CPZ: 64.4%
Percent commuting to the CPZ: 35.6%
Percent driving alone to the CPZ: 4.4%
Percent carpooling to the CPZ: 1.8%
Percent taking mass transit to the CPZ: 29.0%
Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.4%

Only 4.6% of workers in Councilmember Larry B. Seabrook’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, 95.4% 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: 52.3%

Percent of households without a vehicle: 45.1%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$31,071</td>
<td>$59,849</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 71.0%

Percent commuting to the CPZ: 29.0%

Percent driving alone to the CPZ: 4.6%

Percent carpooling to the CPZ: 1.6%

Percent taking mass transit to the CPZ: 22.4%

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

Only 4.9% of workers in Councilmember James Vacca’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, 95.1% 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: 51.2%

Percent of households without a vehicle: 38.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$29,355</td>
<td>$62,050</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 71.5%

Percent commuting to the CPZ: 28.5%

- Percent driving alone to the CPZ: 4.9%
- Percent carpooling to the CPZ: 1.4%
- Percent taking mass transit to the CPZ: 22.0%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.2%

Council District 14
Councilmember Maria Baez
Democrat Representing Bronx

Only 1.8% of workers in Councilmember Maria Baez'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: 72.1%

Percent of households without a vehicle: 75.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27,314</td>
<td>$46,007</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 68.4%

Percent commuting to the CPZ: 31.6%

Percent driving alone to the CPZ: 1.8%

Percent carpooling to the CPZ: 1.0%

Percent taking mass transit to the CPZ: 28.4%

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

Only 2.6% of workers in Councilmember Joel 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, 97.4% 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: 76.3%

Percent of households without a vehicle: 75.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$24,195</td>
<td>$44,685</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 70.7%

Percent commuting to the CPZ: 29.3%

Percent driving alone to the CPZ: 2.6%

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 25.1%

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 3.0% of workers in Councilmember Helen D. Foster’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: 77.6%

Percent of households without a vehicle: 77.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$25,594</td>
<td>$43,624</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 66.9%

Percent commuting to the CPZ: 33.1%

Percent driving alone to the CPZ: 3.0%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 28.3%

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 2.1% of workers in Councilmember Maria del 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, 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: 77.2%

Percent of households without a vehicle: 77.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$23,820</td>
<td>$44,301</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 68.9%

Percent commuting to the CPZ: 31.1%

Percent driving alone to the CPZ: 2.1%

Percent carpooling to the CPZ: 0.7%

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: 0.6%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development.
Only 4.6% of workers in Councilmember Annabel Palma’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, 95.4% 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: 65.4%

Percent of households without a vehicle: 62.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27,831</td>
<td>$51,115</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 64.2%

Percent commuting to the CPZ: 35.8%

Percent driving alone to the CPZ: 4.6%

Percent carpooling to the CPZ: 1.9%

Percent taking mass transit to the CPZ: 28.7%

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 7.2% of workers in Councilmember Tony Avella’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: 34.5%

Percent of households without a vehicle: 14.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$36,878</td>
<td>$74,361</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 72.0%

Percent commuting to the CPZ: 28.0%

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

Percent carpooling to the CPZ: 2.6%

Percent taking mass transit to the CPZ: 18.0%

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

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Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Council District 20
Councilmember John C. Liu
Democrat Representing Queens

Only 4.4% of workers in Councilmember John C. Liu’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: 51.3%

Percent of households without a vehicle: 38.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$32,054</td>
<td>$60,310</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 69.7%

Percent commuting to the CPZ: 30.3%

Percent driving alone to the CPZ: 4.4%

Percent carpooling to the CPZ: 2.4%

Percent taking mass transit to the CPZ: 23.0%

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 2.7% of workers in Councilmember Hiram Monserrate’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: **54.5%**

Percent of households without a vehicle: **53.3%**

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$37,273</td>
<td>$55,548</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: **63.7%**

Percent commuting to the CPZ: **36.3%**

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

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

Percent taking mass transit to the CPZ: **31.4%**

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

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Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 4.4% of workers in Councilmember Peter F. Vallone, 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, 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: 52.9%

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>$36,666</td>
<td>$60,026</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 48.6%

Percent commuting to the CPZ: 51.4%

Percent driving alone to the CPZ: 4.4%

Percent carpooling to the CPZ: 1.3%

Percent taking mass transit to the CPZ: 44.9%

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 6.0% of workers in Councilmember David I. 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, 94.0% 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: 35.5%

Percent of households without a vehicle: 15.8%

Average annual household income:
- Households without a vehicle: $40,215
- Households with a vehicle: $71,579

Percent commuting outside the CPZ: 74.5%

Percent commuting to the CPZ: 25.5%
  - Percent driving alone to the CPZ: 6.0%
  - Percent carpooling to the CPZ: 2.2%
  - Percent taking mass transit to the CPZ: 17.2%

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

Only 4.9% of workers in Councilmember James F. Gennaro’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, 95.1% 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: 44.5%

Percent of households without a vehicle: 34.1%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$35,001</td>
<td>$67,655</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 65.6%

Percent commuting to the CPZ: 34.4%

Percent driving alone to the CPZ: 4.9%

Percent carpooling to the CPZ: 2.3%

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: 0.3%

**“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 3.3% of workers in Councilmember Helen Sears’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: 50.9%

Percent of households without a vehicle: 52.5%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$38,556</td>
<td>$59,688</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 55.6%

Percent commuting to the CPZ: 44.4%

Percent driving alone to the CPZ: 3.3%

Percent carpooling to the CPZ: 1.6%

Percent taking mass transit to the CPZ: 38.8%

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 3.2% of workers in Councilmember Eric N. Gioia’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: 55.1%

Percent of households without a vehicle: 57.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34,963</td>
<td>$57,944</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 50.6%

Percent commuting to the CPZ: 49.4%

Percent driving alone to the CPZ: 3.2%

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 43.7%

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 4.4% of workers in Councilmember Leroy G. Comrie, 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, 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: 42.6%

Percent of households without a vehicle: 30.6%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$37,603</td>
<td>$66,197</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 74.9%

Percent commuting to the CPZ: 25.1%

**Percent driving alone to the CPZ: 4.4%**

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 18.6%

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

---

Only 4.3% of workers in Councilmember Thomas White, 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, 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: 49.0%

Percent of households without a vehicle: 34.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$33,715</td>
<td>$58,272</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 73.6%

Percent commuting to the CPZ: 26.4%

Percent driving alone to the CPZ: 4.3%

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 20.4%

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 3.3% of workers in Councilmember Melinda R. Katz’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: 42.9%

Percent of households without a vehicle: 42.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$41,679</td>
<td>$74,016</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 53.9%

Percent commuting to the CPZ: 46.1%

**Percent driving alone to the CPZ: 3.3%**

Percent carpooling to the CPZ: 1.9%

Percent taking mass transit to the CPZ: 40.4%

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.*


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development.
Only 6.3% of workers in Councilmember Dennis P. Gallagher’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, 93.7% 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: 46.1%

Percent of households without a vehicle: 32.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$33,985</td>
<td>$61,523</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 65.1%

Percent commuting to the CPZ: 34.9%

Percent driving alone to the CPZ: 6.3%

Percent carpooling to the CPZ: 2.3%

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: 0.4%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development.
Only 3.9% of workers in Councilmember James Sanders, 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, 96.1% 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: 48.1%

Percent of households without a vehicle: 34.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$28,569</td>
<td>$63,157</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 76.6%

Percent commuting to the CPZ: 23.4%

Percent driving alone to the CPZ: 3.9%

Percent carpooling to the CPZ: 1.9%

Percent taking mass transit to the CPZ: 17.4%

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 4.9% of workers in Councilmember Joseph P. Addabbo, 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, 95.1% 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: 44.0%

Percent of households without a vehicle: 27.3%

Average annual household income:

- Households without a vehicle: $32,850
- Households with a vehicle: $65,928

Percent commuting outside the CPZ: 70.7%

Percent commuting to the CPZ: 29.3%

- Percent driving alone to the CPZ: 4.9%
- Percent carpooling to the CPZ: 2.1%
- Percent taking mass transit to the CPZ: 22.1%
- 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 1.8% of workers in Councilmember David Yassky’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: 48.2%

Percent of households without a vehicle: 64.8%

Average annual household income:

Households without a vehicle: $49,368
Households with a vehicle: $97,596

Percent commuting outside the CPZ: 51.0%

Percent commuting to the CPZ: 49.0%

**Percent driving alone to the CPZ: 1.8%**

Percent carpooling to the CPZ: 0.9%

Percent taking mass transit to the CPZ: 44.9%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 1.4%

Only 1.9% of workers in Councilmember Diana Reyna’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: 69.8%

Percent of households without a vehicle: 70.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27,694</td>
<td>$49,062</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 64.8%

Percent commuting to the CPZ: 35.2%

Percent driving alone to the CPZ: 1.9%

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 31.8%

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

Only 2.6% of workers in Councilmember Letitia James’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).
Only 1.9% of workers in Councilmember Albert Vann’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: 70.2%

Percent of households without a vehicle: 71.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$26,376</td>
<td>$53,475</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 67.8%

Percent commuting to the CPZ: 32.2%

**Percent driving alone to the CPZ: 1.9%**

Percent carpooling to the CPZ: 1.0%

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: 0.3%

Only 2.0% of workers in Councilmember Erik Martin Dilan’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: 68.8%

Percent of households without a vehicle: 63.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$26,640</td>
<td>$50,796</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 70.9%

Percent commuting to the CPZ: 29.1%

**Percent driving alone to the CPZ:** 2.0%

Percent carpooling to the CPZ: 0.5%

Percent taking mass transit to the CPZ: 26.2%

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 2.4% of workers in Councilmember Sara M. Gonzalez'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: 64.5%

Percent of households without a vehicle: 63.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$30,509</td>
<td>$54,494</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 67.3%

Percent commuting to the CPZ: 32.7%

Percent driving alone to the CPZ: 2.4%

Percent carpooling to the CPZ: 1.3%

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: 0.9%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.6% of workers in Councilmember Bill de Blasio’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: 43.8%

Percent of households without a vehicle: 55.8%

Average annual household income:

| Households without a vehicle | $47,252 |
| Households with a vehicle    | $84,831 |

Percent commuting outside the CPZ: 51.5%

Percent commuting to the CPZ: 48.5%

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

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 43.3%

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

**Data source:** U.S. Bureau of the Census. 2000 Decennial Census.
Only 1.6% of workers in Councilmember Mathieu Eugene’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: 62.1%

Percent of households without a vehicle: 67.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$31,487</td>
<td>$58,555</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 64.9%

Percent commuting to the CPZ: 35.1%

Percent driving alone to the CPZ: 1.6%

Percent carpooling to the CPZ: 0.9%

Percent taking mass transit to the CPZ: 32.2%

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

Only 2.1% of workers in Councilmember Darlene Mealy’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: 70.4%

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>$25,055</td>
<td>$50,961</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 68.1%

Percent commuting to the CPZ: 31.9%

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

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 28.7%

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

Only 3.2% of workers in Councilmember Charles Barron’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: 65.9%

Percent of households without a vehicle: 58.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$25,401</td>
<td>$50,294</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 70.1%

Percent commuting to the CPZ: 29.9%

Percent driving alone to the CPZ: 3.2%

Percent carpooling to the CPZ: 1.4%

Percent taking mass transit to the CPZ: 25.1%

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

Only 3.2% of workers in Councilmember Vincent J. Gentile'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: 48.4%

Percent of households without a vehicle: 43.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$35,792</td>
<td>$69,696</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 61.7%

Percent commuting to the CPZ: 38.3%

- Percent driving alone to the CPZ: 3.2%
- Percent carpooling to the CPZ: 2.3%
- Percent taking mass transit to the CPZ: 32.4%
- 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.**


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.8% of workers in Councilmember Simcha Felder’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: 59.1%

Percent of households without a vehicle: 49.1%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27,833</td>
<td>$62,398</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 69.0%

Percent commuting to the CPZ: 31.0%

**Percent driving alone to the CPZ: 2.8%**

Percent carpooling to the CPZ: 1.9%

Percent taking mass transit to the CPZ: 25.9%

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.**

Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 3.2% of workers in Councilmember Kendall Stewart’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: 51.3%

Percent of households without a vehicle: 48.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34,480</td>
<td>$63,735</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 69.2%

Percent commuting to the CPZ: 30.8%

Percent driving alone to the CPZ: 3.2%

Percent carpooling to the CPZ: 1.5%

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: 0.4%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.3% of workers in Councilmember Lewis A. Fidler’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: 39.7%
Percent of households without a vehicle: 26.6%
Average annual household income:
- Households without a vehicle: $34,524
- Households with a vehicle: $69,096

Percent commuting outside the CPZ: 71.8%
Percent commuting to the CPZ: 28.2%
- Percent driving alone to the CPZ: 5.3%
- Percent carpooling to the CPZ: 1.7%
- Percent taking mass transit to the CPZ: 20.8%
- 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 3.0% of workers in Councilmember Domenic M. Recchia, 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, 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:** 61.7%

**Percent of households without a vehicle:** 50.8%

**Average annual household income:**

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$25,208</td>
<td>$56,681</td>
</tr>
</tbody>
</table>

**Percent commuting outside the CPZ:** 65.9%

**Percent commuting to the CPZ:** 34.1%

**Percent driving alone to the CPZ:** 3.0%

**Percent carpooling to the CPZ:** 1.9%

**Percent taking mass transit to the CPZ:** 28.8%

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

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*“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 Councilmember Michael C. Nelson’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: 58.0%

Percent of households without a vehicle: 51.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27,527</td>
<td>$66,600</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 66.9%

Percent commuting to the CPZ: 33.1%

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

Percent carpooling to the CPZ: 1.5%

Percent taking mass transit to the CPZ: 28.5%

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 5.4% of workers in Councilmember Michael E. McMahon’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, 94.6% 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: 44.4%

Percent of households without a vehicle: 29.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27,236</td>
<td>$69,001</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 72.9%

Percent commuting to the CPZ: 27.1%

**Percent driving alone to the CPZ: 5.4%**

Percent carpooling to the CPZ: 2.3%

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: 0.6%

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

Only 6.2% of workers in Councilmember James S. Oddo’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, 93.8% 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: 36.5%

Percent of households without a vehicle: 17.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$31,824</td>
<td>$76,537</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 72.5%

Percent commuting to the CPZ: 27.5%

Percent driving alone to the CPZ: 6.2%

Percent carpooling to the CPZ: 2.1%

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: 0.2%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 6.7% of workers in Councilmember Vincent Ignizio’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: 28.3%

Percent of households without a vehicle: 10.3%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34,268</td>
<td>$77,711</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 73.3%

Percent commuting to the CPZ: 26.7%

Percent driving alone to the CPZ: 6.7%

Percent carpooling to the CPZ: 2.4%

Percent taking mass transit to the CPZ: 17.5%

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