Only 4.3% of workers in Senator Shirley L. Huntley’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: **45.1%**

Percent of households without a vehicle: **34.3%**

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$36,090</td>
<td>$63,534</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: **71.1%**

Percent commuting to the CPZ: **28.9%**

- **Percent driving alone to the CPZ: 4.3%**
- **Percent carpooling to the CPZ: 1.7%**
- **Percent taking mass transit to the CPZ: 22.6%**
- **Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.3%**

**Data source:** U.S. Bureau of the Census. 2000 Decennial Census.
Only 6.2% of workers in Senator Frank Padavan’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: 36.7%

Percent of households without a vehicle: 18.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$37,013</td>
<td>$72,183</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 72.4%

Percent commuting to the CPZ: 27.6%

Percent driving alone to the CPZ: 6.2%

Percent carpooling to the CPZ: 2.3%

Percent taking mass transit to the CPZ: 19.0%

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 3.7% of workers in Senator George Onorato’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: 54.8%

Percent of households without a vehicle: 56.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$35,407</td>
<td>$58,124</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 50.8%

Percent commuting to the CPZ: 49.2%

Percent driving alone to the CPZ: 3.7%

Percent carpooling to the CPZ: 1.3%

Percent taking mass transit to the CPZ: 43.4%

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 3.0% of workers in Senator John D. Sabini’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: 52.9%
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>$38,049</td>
<td>$57,628</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 60.2%
Percent commuting to the CPZ: 39.8%
Percent driving alone to the CPZ: 3.0%
Percent carpooling to the CPZ: 1.5%
Percent taking mass transit to the CPZ: 34.6%
Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.7%

*“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 4.4% of workers in Senator Malcolm A. Smith’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: 45.9%

Percent of households without a vehicle: 34.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$33,324</td>
<td>$66,831</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 72.7%

Percent commuting to the CPZ: 27.3%

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

Percent carpooling to the CPZ: 1.8%

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: 0.2%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.1% of workers in Senator Serphin R. Maltese’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: 45.0%
Percent of households without a vehicle: 30.8%
Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34,399</td>
<td>$63,582</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 65.5%
Percent commuting to the CPZ: 34.5%
Percent driving alone to the CPZ: 5.1%
Percent carpooling to the CPZ: 2.3%
Percent taking mass transit to the CPZ: 26.7%
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 4.5% of workers in Senator Toby Ann Stavisky’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: 46.2%

Percent of households without a vehicle: 35.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$36,092</td>
<td>$66,441</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 63.9%

Percent commuting to the CPZ: 36.1%

Percent driving alone to the CPZ: 4.5%

Percent carpooling to the CPZ: 2.4%

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: 0.4%

Only 1.9% of workers in Senator Martin Malave 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, 98.1% 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:** 68.5%

**Percent of households without a vehicle:** 67.2%

**Average annual household income:**

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$28,190</td>
<td>$50,311</td>
</tr>
</tbody>
</table>

**Percent commuting outside the CPZ:** 66.1%

**Percent commuting to the CPZ:** 33.9%

- **Percent driving alone to the CPZ:** 1.9%
- **Percent carpooling to the CPZ:** 0.8%
- **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:** 0.7%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.5% of workers in Senator Velmanette Montgomery’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: 61.6%

Percent of households without a vehicle: 69.5%

Average annual household income:
- Households without a vehicle: $31,421
- Households with a vehicle: $67,356

Percent commuting outside the CPZ: 58.4%

Percent commuting to the CPZ: 41.6%
- Percent driving alone to the CPZ: 2.5%
- Percent carpooling to the CPZ: 0.9%
- Percent taking mass transit to the CPZ: 37.3%
- 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 3.5% of workers in Senator John L. Sampson’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: 62.7%

Percent of households without a vehicle: 55.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$25,199</td>
<td>$56,027</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 70.5%

Percent commuting to the CPZ: 29.5%

Percent driving alone to the CPZ: 3.5%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 24.4%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 1.8% of workers in Senator Eric Adams’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: 57.9%

Percent of households without a vehicle: 64.6%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$36,205</td>
<td>$67,798</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 60.8%

Percent commuting to the CPZ: 39.2%

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

Percent carpooling to the CPZ: 1.0%

Percent taking mass transit to the CPZ: 35.9%

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 2.8% of workers in Senator Kevin S. Parker’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: 56.7%

Percent of households without a vehicle: 54.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$32,538</td>
<td>$60,394</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 68.5%

Percent commuting to the CPZ: 31.5%

- **Percent driving alone to the CPZ**: 2.8%
- Percent carpooling to the CPZ: 1.4%
- Percent taking mass transit to the CPZ: 27.0%
- 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 3.6% of workers in Senator Martin J. Golden’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: 40.6%

Average annual household income:
- Households without a vehicle: $33,058
- Households with a vehicle: $67,021

Percent commuting outside the CPZ: 63.3%

Percent commuting to the CPZ: 36.7%
- Percent driving alone to the CPZ: 3.6%
- Percent carpooling to the CPZ: 2.5%
- 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: 0.3%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 3.9% of workers in Senator Diane J. Savino’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: 57.8%
Percent of households without a vehicle: 48.0%
Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27,639</td>
<td>$60,657</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 71.3%
Percent commuting to the CPZ: 28.7%
Percent driving alone to the CPZ: 3.9%
Percent carpooling to the CPZ: 2.0%
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: 0.7%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development.
Only 6.4% of workers in Senator Andrew J. Lanza’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, **93.6% 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).

### Household Vehicle Ownership

<table>
<thead>
<tr>
<th></th>
<th>No Vehicle</th>
<th>One or More Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households with a vehicle</td>
<td>11.9%</td>
<td>88.1%</td>
</tr>
</tbody>
</table>

### Percent of households earning less than $40,000 annually: 30.0%

### Percent of households without a vehicle: 11.9%

### Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$33,854</td>
<td>$78,273</td>
</tr>
</tbody>
</table>

### Percent commuting outside the CPZ: 73.4%

### Percent commuting to the CPZ: 26.6%

- **Percent driving alone to the CPZ:** 6.4%
- **Percent carpooling to the CPZ:** 2.2%
- **Percent taking mass transit to the CPZ:** 17.8%
- **Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ:** 0.1%

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

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Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 4.4% of workers in Senator Martin Connor’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.6% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 2.8% 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, 96.6% would not be affected by the charge.

### Household Vehicle Ownership

<table>
<thead>
<tr>
<th>Household Vehicle Ownership</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Vehicle</td>
<td>25.1%</td>
</tr>
<tr>
<td>One or More Vehicle</td>
<td>74.9%</td>
</tr>
</tbody>
</table>

### Percent commuting outside the CPZ: 29.0%

- Percent living in the CPZ but driving alone to outside the CPZ: 2.1%
- Percent living outside the CPZ and driving alone outside the CPZ: 3.5%
- Percent commuting to the CPZ: 71.0%
  - Percent driving alone to the CPZ: 2.3%
  - Percent carpooling to the CPZ: 1.5%
  - Percent taking mass transit to the CPZ: 41.5%
  - Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 25.7%

*“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 6.5% of workers in Senator Liz Krueger's district would be impacted by Mayor Bloomberg's congestion pricing proposal. 3.8% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 2.7% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, 93.5% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 25.7%

Percent of households without a vehicle: 73.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$101,094</td>
<td>$238,989</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 16.7%

- Percent living in the CPZ but driving alone to outside the CPZ: 3.8%
- Percent living outside the CPZ and driving alone outside the CPZ: 0.6%
- Percent commuting to the CPZ: 83.3%
  - Percent driving alone to the CPZ: 2.7%
  - Percent carpooling to the CPZ: 1.8%
  - Percent taking mass transit to the CPZ: 39.1%
  - Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 39.8%

*“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 3.5% of workers in Senator Carl Kruger'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: 55.1%

Percent of households without a vehicle: 45.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Household without a vehicle</th>
<th>Household with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27,856</td>
<td>$66,100</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 67.9%

Percent commuting to the CPZ: 32.1%

- **Percent driving alone to the CPZ: 3.5%**
- Percent carpooling to the CPZ: 1.6%
- 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%

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**Household Vehicle Ownership**

- No Vehicle: 45.8%
- One or More Vehicle: 54.2%

**Commute Modes for All Workers**

- Mass Transit: 26.8%
- Carpool: 1.6%
- Drove Alone: 3.5%
- Other Means: 0.3%
- Other Means* to CPZ: 0.3%
- Other Means to CPZ: 1.6%
- Other Means*

---

*“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 2.4% of workers in Senator José M. Serrano’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, 97.6% 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: 68.5%

Percent of households without a vehicle: 79.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34,294</td>
<td>$73,567</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 52.8%

Percent commuting to the CPZ: 47.2%

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

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 39.7%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 3.9%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.7% of workers in Senator Thomas K. Duane’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.7% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 4.0% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, 94.3% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 32.5%

Percent of households without a vehicle: 77.7%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$82,365</td>
<td>$173,866</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 15.8%

- 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: 0%

Percent commuting to the CPZ: 84.2%

- Percent driving alone to the CPZ: 1.7%
- Percent carpooling to the CPZ: 0.8%
- Percent taking mass transit to the CPZ: 44.4%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 37.4%

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

Only 3.2% of workers in Senator Bill Perkins’ 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 0.4% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, 96.8% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 63.7%
Percent of households without a vehicle: 79.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$38,089</td>
<td>$89,390</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 45.5%

Percent living in the CPZ but driving alone to outside the CPZ: 0.4%
Percent living outside the CPZ and driving alone outside the CPZ: 6.4%

Percent commuting to the CPZ: 54.5%

Percent driving alone to the CPZ: 2.8%
Percent carpooling to the CPZ: 1.1%
Percent taking mass transit to the CPZ: 45.5%
Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 5.1%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 3.3% of workers in Senator Eric T. Schneiderman’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 0.1% 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 outside of the zone, but drive to work in the zone, or they live within the zone, but drive to work outside of it. The vast majority, 96.7% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 51.8%

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>$49,380</td>
<td>$96,154</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 49.8%

Percent living in the CPZ but driving alone to outside the CPZ: 0.3%

Percent living outside the CPZ and driving alone outside the CPZ: 13.7%

Percent commuting to the CPZ: 50.2%

Percent driving alone to the CPZ: 3.0%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 41.8%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 3.7%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 3.8% of workers in Senator Ruben Diaz, Sr.’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, 96.2% would not be affected by the charge because they don’t work in the congestion pricing zone, or do but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

Percent of households earning less than $40,000 annually: 69.2%

Percent of households without a vehicle: 67.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$26,463</td>
<td>$49,189</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 65.9%

Percent commuting to the CPZ: 34.1%

**Percent driving alone to the CPZ: 3.8%

Percent carpooling to the CPZ: 1.5%

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: 0.5%

**“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 2.5% of workers in Senator Efrain Gonzalez, 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, **97.5% 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: 69.3%

Percent of households without a vehicle: 71.5%

Average annual household income:

<table>
<thead>
<tr>
<th></th>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27,555</td>
<td>$49,089</td>
<td></td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 67.6%

Percent commuting to the CPZ: 32.4%

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

Percent carpooling to the CPZ: 0.9%

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: 0.5%

**Data source:** U.S. Bureau of the Census. 2000 Decennial Census.
Only 4.8% of workers from Senator Jeffrey D. Klein'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, 95.2% 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: 43.9%

Percent of households without a vehicle: 29.5%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$30,989</td>
<td>$80,789</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 74.0%

Percent commuting to the CPZ: 26.0%

Percent driving alone to the CPZ: 4.8%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 19.9%

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

Only 3.7% of workers in Senator Ruth Hassell-Thompson’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: 61.5%

Percent of households without a vehicle: 54.4%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27,340</td>
<td>$56,801</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 72.6%

Percent commuting to the CPZ: 27.4%

**Percent driving alone to the CPZ: 3.7%**

Percent carpooling to the CPZ: 1.3%

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: 0.4%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development