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>
<tbody>
<tr>
<td>$40,272</td>
<td>$74,571</td>
</tr>
</tbody>
</table>

**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%

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