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>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$37,060</td>
<td>$60,677</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%

**Data source:** U.S. Bureau of the Census. 2000 Decennial Census.

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