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

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

Percent of households without a vehicle: 77.6%

Average annual household income:
- Households without a vehicle: $85,174
- Households with a vehicle: $182,487

**Household Vehicle Ownership**
- No Vehicle: 77.6%
- One or More Vehicle: 22.4%

**Commuting to the CPZ**
- Mass Transit to CPZ: 43.0%
- Carpool to CPZ: 0.6%
- Other Means
- Drove Alone: 4.6%
- Commuting outside the CPZ: 19.3%

**Commuting outside the CPZ**
- Drove Alone: 1.4%
- Carpool: 0.6%
- Mass Transit: 43.0%
- Other Means: 40.8%

**Percent commuting to the CPZ**
- 85.8%

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

**Percent commuting outside the CPZ**
- 14.2%

**Percent living outside the CPZ and driving alone outside the CPZ**
- 0%

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

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