

**Assembly District 66**  
**Assemblymember Deborah Glick**  
 Democrat Representing Manhattan

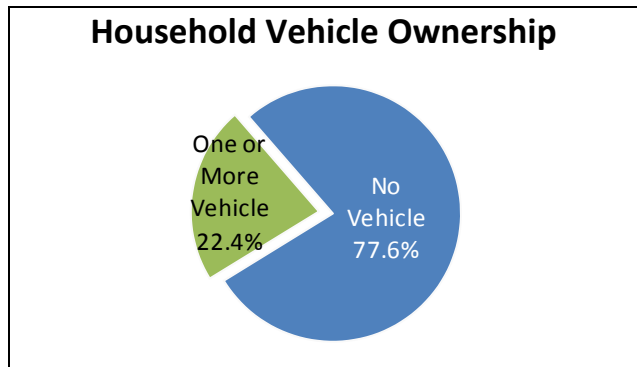
Only 4.6% of workers in Assemblymember Deborah Glick’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.4% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.2% would pay the full rate because they reside within the zone, 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 <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$85,174	\$182,487



Percent commuting outside the CPZ: 14.2%

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

Percent living outside the CPZ and driving alone outside the CPZ: 0%

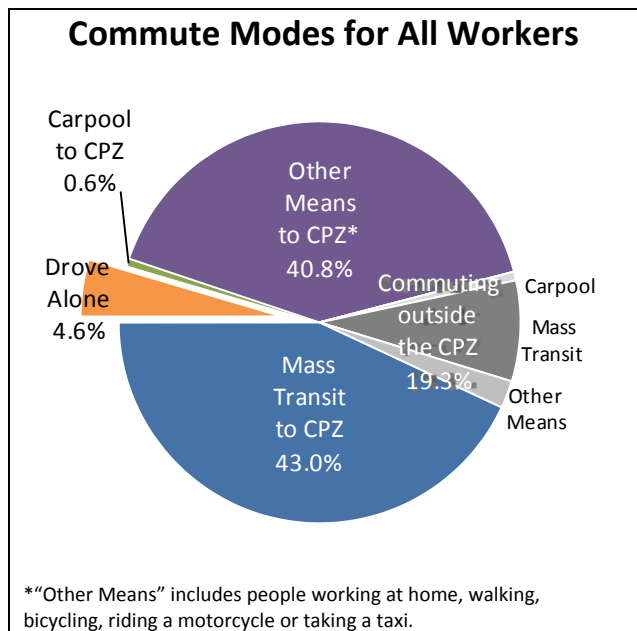
Percent commuting to the CPZ: 85.8%

**Percent driving alone to the CPZ: 1.4%**

Percent carpooling to the CPZ: 0.6%

Percent taking mass transit to the CPZ: 43.0%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 40.8%



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

