Only 5.0% of workers in Assemblymember Richard Gottfried’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 1.5% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.5% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, 95.0% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 34.1%

Percent of households without a vehicle: 80.5%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$85,225</td>
<td>$192,687</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 15.7%

- Percent living in the CPZ but driving alone to outside the CPZ: 3.5%
- Percent living outside the CPZ and driving alone outside the CPZ: 0%

Percent commuting to the CPZ: 84.3%

- Percent driving alone to the CPZ: 1.5%
- Percent carpooling to the CPZ: 0.9%
- Percent taking mass transit to the CPZ: 38.1%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 43.9%


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