Only 4.8% of workers in Council Speaker Christine C. Quinn’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 3.4% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, 95.2% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 37.4%

Percent of households without a vehicle: 80.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$75,211</td>
<td>$154,117</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 15.9%

- Percent living in the CPZ but driving alone to outside the CPZ: 3.4%
- Percent living outside the CPZ and driving alone outside the CPZ: 0%
- Percent commuting to the CPZ: 84.1%
  - Percent driving alone to the CPZ: 1.4%
  - Percent carpooling to the CPZ: 0.7%
  - Percent taking mass transit to the CPZ: 40.3%
  - Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 41.6%


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