Only 6.5% of workers in Senator Liz Krueger’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal. 3.8% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 2.7% would pay the full rate because they reside within the zone, but drive to work outside of it. The vast majority, 93.5% would not be affected by the charge.

Percent of households earning less than $40,000 annually: 25.7%

Percent of households without a vehicle: 73.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$101,094</td>
<td>$238,989</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 16.7%

Percent living in the CPZ but driving alone to outside the CPZ: 3.8%

Percent living outside the CPZ and driving alone outside the CPZ: 0.6%

Percent commuting to the CPZ: 83.3%

Percent driving alone to the CPZ: 2.7%

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 39.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 39.8%


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