Only 1.0% of workers from Assemblymember Fred Thiele’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, **99.0% would not be affected by the charge** because they don’t work in the congestion pricing zone, or do but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

**Percent of households earning less than $40,000 annually:** 35.1%

**Percent of households without a vehicle:** 4.8%

**Average annual household income:**

<table>
<thead>
<tr>
<th>Households <strong>without</strong> a vehicle</th>
<th>Households <strong>with</strong> a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$32,579</td>
<td>$74,216</td>
</tr>
</tbody>
</table>

**Percent commuting outside the CPZ:** 96.9%

**Percent commuting to the CPZ:** 3.1%

- **Percent driving alone to the CPZ:** 1.0%
- **Percent carpooling to the CPZ:** 0.4%
- **Percent taking mass transit to the CPZ:** 1.4%
- **Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ:** 0.3%

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