Only 0.8% of workers from Assemblymember Patricia Eddington’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, 99.2% 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).

### Household Vehicle Ownership

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No Vehicle</td>
<td>7.4%</td>
</tr>
<tr>
<td>One or More Vehicle</td>
<td>92.6%</td>
</tr>
</tbody>
</table>

### Percent commuting outside the CPZ: 96.2%

### Percent commuting to the CPZ: 3.8%

**Percent driving alone to the CPZ:** 0.8%

**Percent carpooling to the CPZ:** 0.2%

**Percent taking mass transit to the CPZ:** 2.7%

**Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ:** 0.0%

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*“Other Means” includes people working at home, walking, bicycling, riding a motorcycle or taking a taxi.*

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