Only 2.9% of workers from Assemblymember J. Gary Pretlow'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, 97.1% 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: 55.9%

Percent of households without a vehicle: 38.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$26,109</td>
<td>$62,192</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 87.1%

Percent commuting to the CPZ: 12.9%

Percent driving alone to the CPZ: 2.9%

Percent carpooling to the CPZ: 0.8%

Percent taking mass transit to the CPZ: 8.9%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.2%

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

Only 4.2% of workers from Assemblymember Amy Paulin’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, 95.8% 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).

<table>
<thead>
<tr>
<th>Household Vehicle Ownership</th>
</tr>
</thead>
<tbody>
<tr>
<td>One or More Vehicle</td>
</tr>
<tr>
<td>No Vehicle</td>
</tr>
</tbody>
</table>

Percent of households earning less than $40,000 annually: 27.5%

Percent of households without a vehicle: 13.2%

Average annual household income:

- Households without a vehicle: $37,932
- Households with a vehicle: $145,182

Percent commuting outside the CPZ: 76.2%

Percent commuting to the CPZ: 23.8%

- Percent driving alone to the CPZ: 4.2%
- Percent carpooling to the CPZ: 0.9%
- Percent taking mass transit to the CPZ: 18.6%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.1%

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

Only 3.5% of workers from Assemblymember Adam Bradley’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, 96.5% 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: 20.4%
Percent of households without a vehicle: 6.4%
Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$39,568</td>
<td>$155,305</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 81.2%
Percent commuting to the CPZ: 18.8%
Percent driving alone to the CPZ: 3.5%
Percent carpooling to the CPZ: 0.8%
Percent taking mass transit to the CPZ: 14.3%
Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.1%

Only 2.1% of workers from Assemblymember Sandra Galef’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, 97.9% 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: 28.3%

Percent of households without a vehicle: 8.8%

Average annual household income:

<table>
<thead>
<tr>
<th>Household Type</th>
<th>Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households without a vehicle</td>
<td>$31,832</td>
</tr>
<tr>
<td>Households with a vehicle</td>
<td>$92,140</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 88.0%

Percent commuting to the CPZ: 12.0%

**Percent driving alone to the CPZ: 2.1%**

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 9.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.2%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development.
Only 2.6% of workers from Assemblymember George Latimer’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, 97.4% 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: 33.3%

Percent of households without a vehicle: 14.5%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$33,468</td>
<td>$119,699</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 82.9%

Percent commuting to the CPZ: 17.1%

Percent driving alone to the CPZ: 2.6%

Percent carpooling to the CPZ: 0.5%

Percent taking mass transit to the CPZ: 13.9%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.1%

Only 3.9% of workers from Assemblymember Richard Brodsky’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, **96.1% 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:** 22.9%

**Percent of households without a vehicle:** 7.6%

**Average annual household income:**

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$40,863</td>
<td>$118,626</td>
</tr>
</tbody>
</table>

**Percent commuting outside the CPZ:** 80.4%

**Percent commuting to the CPZ:** 19.6%

**Percent driving alone to the CPZ:** 3.9%

**Percent carpooling to the CPZ:** 0.7%

**Percent taking mass transit to the CPZ:** 14.9%

**Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ:** 0.1%

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Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Assembly District 93
Assemblymember Mike Spano
Democrat Representing Yonkers

Only 4.3% of workers from Assemblymember Mike Spano’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, 95.7% 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: 38.5%

Percent of households without a vehicle: 18.9%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$30,234</td>
<td>$74,647</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 83.9%

Percent commuting to the CPZ: 16.1%

**Percent driving alone to the CPZ: 4.3%**

Percent carpooling to the CPZ: 1.1%

Percent taking mass transit to the CPZ: 10.7%

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


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.7% of workers from Assemblymember Kenneth Zebrowski Jr.’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, 94.3% 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: 23.4%

Percent of households without a vehicle: 6.1%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$31,385</td>
<td>$96,422</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 88.4%

Percent commuting to the CPZ: 11.6%

Percent driving alone to the CPZ: 5.7%

Percent carpooling to the CPZ: 1.7%

Percent taking mass transit to the CPZ: 4.1%

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


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 4.5% of workers from Assemblymember Ellen C. Jaffee’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, 95.5% 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: 33.0%

Percent of households without a vehicle: 12.1%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$26,993</td>
<td>$83,745</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 89.5%

Percent commuting to the CPZ: 10.5%

**Percent driving alone to the CPZ: 4.5%**

Percent carpooling to the CPZ: 1.6%

Percent taking mass transit to the CPZ: 4.3%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.1%

Only 3.2% of workers from Assemblymember Ann Rabbitt’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, 96.8% 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: 28.7%

Percent of households without a vehicle: 10.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$26,512</td>
<td>$95,488</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 90.0%

Percent commuting to the CPZ: 10.0%

Percent driving alone to the CPZ: 3.2%

Percent carpooling to the CPZ: 0.7%

Percent taking mass transit to the CPZ: 6.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.1%


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 2.6% of workers from Assemblymember Greg Ball’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, 97.4% 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: 21.4%
Percent of households without a vehicle: 4.3%
Average annual household income:
- Households without a vehicle: $34,447
- Households with a vehicle: $96,889

Percent commuting outside the CPZ: 91.2%
Percent commuting to the CPZ: 8.8%
- Percent driving alone to the CPZ: 2.6%
- Percent carpooling to the CPZ: 0.6%
- Percent taking mass transit to the CPZ: 5.7%
- Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 0.0%

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


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