Only 4.8% of workers from Senator Jeffrey D. Klein'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, 95.2% 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).

Percent of households earning less than $40,000 annually: 43.9%

Percent of households without a vehicle: 29.5%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$30,989</td>
<td>$80,789</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 74.0%

Percent commuting to the CPZ: 26.0%

**Percent driving alone to the CPZ:** 4.8%

Percent carpooling to the CPZ: 1.2%

Percent taking mass transit to the CPZ: 19.9%

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

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

Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 3.9% of workers from Senator Andrea Stewart-Cousins’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: 36.8%

Percent of households without a vehicle: 19.5%

Average annual household income:

Households without a vehicle
$29,699

Households with a vehicle
$93,186

Percent commuting outside the CPZ: 83.1%

Percent commuting to the CPZ: 16.9%

Percent driving alone to the CPZ: 3.9%

Percent carpooling to the CPZ: 1.0%

Percent taking mass transit to the CPZ: 11.9%

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

Only 3.7% of workers in Senator Ruth Hassell-Thompson’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, 96.3% 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: 61.5%

Percent of households without a vehicle: 54.4%

Average annual household income:
- **Households without a vehicle**: $27,340
- **Households with a vehicle**: $56,801

Percent commuting outside the CPZ: 72.6%

Percent commuting to the CPZ: 27.4%
- **Percent driving alone to the CPZ**: 3.7%
- **Percent carpooling to the CPZ**: 1.3%
- **Percent taking mass transit to the CPZ**: 22.0%
- **Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ**: 0.4%

Only 3.0% of workers from Senator Suzi Oppenheimer’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, 97.0% 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: 28.6%

Percent of households without a vehicle: 12.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34,644</td>
<td>$137,086</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 81.8%

Percent commuting to the CPZ: 18.2%
  
  **Percent driving alone to the CPZ: 3.0%**
  
  Percent carpooling to the CPZ: 0.7%
  
  Percent taking mass transit to the CPZ: 14.4%
  
  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.*


Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development
Only 5.0% of workers from Senator Thomas P. Morahan'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, 95.0% 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: 28.7%

Percent of households without a vehicle: 8.2%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$28,363</td>
<td>$89,011</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 89.2%

Percent commuting to the CPZ: 10.8%

Percent driving alone to the CPZ: 5.0%

Percent carpooling to the CPZ: 1.6%

Percent taking mass transit to the CPZ: 4.2%

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

Only 2.4% of workers from Senator Vincent L. Leibell, III’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, 97.6% 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: 24.3%

Percent of households without a vehicle: 6.0%

Average annual household income:

<table>
<thead>
<tr>
<th>Households without a vehicle</th>
<th>Households with a vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>$34,645</td>
<td>$98,767</td>
</tr>
</tbody>
</table>

Percent commuting outside the CPZ: 89.9%

Percent commuting to the CPZ: 10.1%

**Percent driving alone to the CPZ: 2.4%**

Percent carpooling to the CPZ: 0.6%

Percent taking mass transit to the CPZ: 7.0%

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

_Data source: U.S. Bureau of the Census. 2000 Decennial Census._

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