

Manhattan

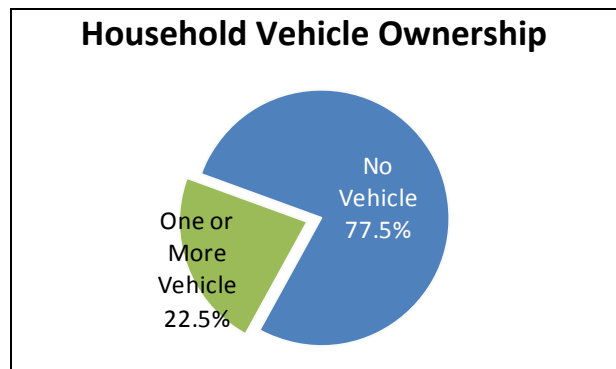
Only 1.3% of workers from Manhattan would be impacted by the Commission's congestion pricing proposal because they reside outside of the zone, but drive alone into the zone (defined as Manhattan, south of 60th Street). The vast majority, **98.7% would not be affected by the charge** because they commute within the zone, live outside the zone and commute in but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit), or commute to work outside of the congestion pricing zone.

Percent of households earning less than \$40,000 annually: 44.0%

Percent of households without a vehicle: 77.5%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$67,558	\$157,873



Percent commuting outside or within the CPZ: 69.9%

Percent living and commuting in the CPZ and commuting to work within the CPZ: 33.2%

Percent living outside the CPZ and commuting outside the CPZ: 36.7%

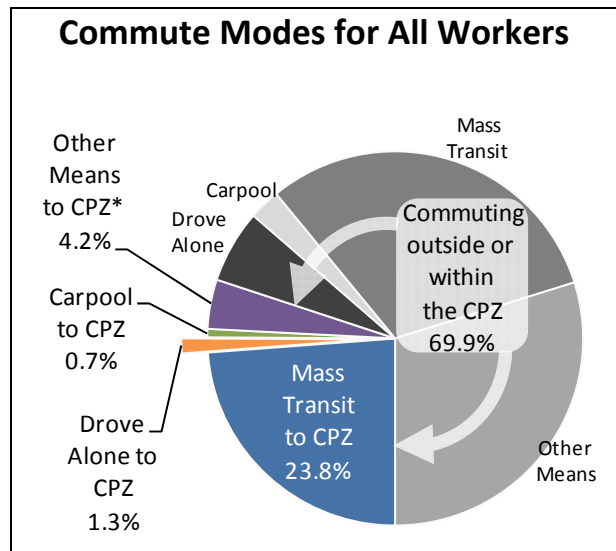
Percent living outside and commuting into the CPZ: 30.1%

Percent living outside CPZ but driving alone into CPZ: 1.3%

Percent carpooling into the CPZ: 0.7%

Percent taking mass transit into the CPZ: 23.8%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi into the CPZ: 4.2%



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

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

