



CNCA Game Changers | Decarbonizing Transport

Topic. Congestion Pricing Funding Priorities

Leadership. The Carbon Neutral Cities Alliance (CNCA) members guiding this effort are Copenhagen, DK; New York City, NY, USA; and Washington, D.C., USA.

Problem statement. Congestion pricing strategies can reduce emissions, fund infrastructure improvements, and manage transportation choices in high-volume traffic areas, yet cities struggle to: (1) gain local support to develop and enact these policies; and (2) ensure that these policies, when passed, do not disproportionately impact low-income and underserved individuals. Key issues are:

- Increasing and mobilizing political will to support congestion pricing
- Improving the safety of multi-modal transportation in high-traffic areas
- Understanding the impact of differential rates on different people groups
- Reducing the negative impact of congestion pricing on disadvantaged groups and ensuring that they are served by pricing strategies
- Making sure that congestion pricing policies lead with equity and people-centered approaches, aiding the overburdened
- Breaking down silos between and within regulating agencies, so people across jurisdictions can address parking pattern shifts
- Communicating the need to drive less in city centers, and to electrify the vehicles that are on roads for better air quality
- Ensuring there are several proofs of concepts as ideas and methods are tested in different cities

Theory of change. For cities, congestion pricing can reduce GHG emissions substantially. It adds to the cost of driving into the city. By making driving and parking less of a free-for-all, more people may think twice about it. Congestion pricing is also a potentially effective way to shift people from cars to transit, cycling, and walking. Finally, the revenue from congestion pricing can be invested in transit and active transport infrastructure.

It would be game changing to use driving pricing structures to:

- Manage demand for road space
- Increase the safety and efficiency of the transportation system
- Discourage low- and zero-occupancy vehicle trips, including circling for passengers by human-piloted (low) and autonomous vehicles (zero)
- Understand the impact of policies on gig-economy workers who are affiliated with but not employed by ride-share companies



- Incentivize multi-passenger and other space and energy-efficient mobility and freight options
- Incentivize electric vehicle (EV) uptake by using differential rates for zero-emission vehicles
- Minimize burdens and maximize benefits for low-income and underserved communities through a non-regressive administration
- Expand access to and support the use of low or zero-carbon mobility options - including but not limited to transit, active transportation, and shared and electric travel choices - via financial and commute-time benefits

Funding priorities. The CNCA Game Changer Fund seeks to support city efforts to decarbonize transport via equitable congestion pricing. Table 1 summarizes funding priorities and targeted outcomes for congestion pricing efforts. As funds are raised, CNCA will call for projects that advance these priorities in measurable ways.

Table 1. Congestion Pricing Funding Priorities and Targeted Outcomes.

Funding Priorities:	Targeted Outcomes:
<ul style="list-style-type: none"> ● Peer-to-peer learning from successful pricing models that effectively discourage driving in the city center using a variety of methods ● Studying and testing various differential rate models to better understand the impacts of on overburdened communities ● Developing multiple proofs of concept, as city transportation systems are unique, and one size will not fit all ● Assessing how the development and deployment of successful congestion pricing models are grounded in climate justice principles while also significantly reducing carbon emissions ● Building communication tools to use that can increase community support for congestion pricing, clarifying the need to drive less while also electrifying transport ● Providing concrete ways to improve coordination within and between agencies to decrease opposition from outside city limits 	<ul style="list-style-type: none"> ● Congestion zones are regularly developed in cities to reduce emissions ● Transportation choices shift from cars to public transit, cycling, and walking ● Congestion pricing design leads with climate justice and equity principles ● Electric vehicles are incentivized in congestion pricing models ● Infrastructure is improved for public transit and active transport ● Congestion pricing programs are enacted as a staple in the portfolio of city climate actions