

2 Resolutions, Approved by the Democratic Club of Carlsbad & Oceanside, by a 1/25/14 Membership Vote and a 2/19/14 E-Board Vote

Resolution 1

A Privacy-Protecting, *Road-Use-Fee Pricing & Payout System* to Help Solve Climate, Congestion, Deferred Road Maintenance, and the Social Inequity of Using General Funds to Maintain Roads, Since that Money is Needed for Such Things as Transit, Food Stamps, and Education

WHEREAS, greenhouse gas (GHG) emissions must be significantly reduced; about 35% of California’s GHG is caused by on-road vehicles; and, given prospects for fleet efficiency, to reach climate stabilization requirements, it will be necessary to reduce driving; and

WHEREAS, in California, user fees (gas tax and/or tolls) only total to 22.7% of the amount spent on roads; having the true cost of road use hidden increases driving, adding significantly to air pollution, congestion, sprawl, and GHG emissions; a 2011 assessment conducted by the California Transportation Commission found that 58 percent of the state’s roads require rehabilitation or pavement maintenance, 20 percent of bridges need major or preventive maintenance, and 6 percent of bridges require complete replacement; construction jobs are needed; and on July 11, 2009, Sierra Club California passed a resolution supporting a “comprehensive road-use fee pricing system”; and

WHEREAS, the “gas tax” is currently our most significant road-use fee; state-mandated increases in fleet mileage and battery-electric vehicles will result in declining “gas tax” revenue; and a “gas tax” cannot properly account for time, place, driver income, vehicle weight, vehicle pollution level, or roadway congestion level;

THEREFORE, BE IT RESOLVED, that DEMCCO supports a road-use fee pricing and payout system that (1) would cover all road-use costs, including the environmental and health costs caused by driving; (2) could still include a fuel tax or fee; (3) would mitigate impacts on low-income users; (4) would protect privacy; (5) would include congestion pricing when that technology becomes feasible; (6) would keep the per-mile price incentive to drive energy-efficient cars at least as large as it is with today’s fuel excise tax; and (7) would send its earnings to all citizens and institutions that are losing money under the current system, with the goal being to achieve a full and just compensation.

BE IT FURTHER RESOLVED, that this support be communicated to our San Diego County Democratic Party Central Committee.

Note: The information supporting the first sentence in the second “Whereas” statement comes from <http://taxfoundation.org/article/gasoline-taxes-and-tolls-pay-only-third-state-local-road-spending>.

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Resolution 2

Funding for a Demonstration Project of an Equitable and Environmentally-Sound Car-Parking Policy

WHEREAS, (1) our greenhouse gas (GHG) emissions must be controlled, because stabilizing our climate is critical to our future; (2) about 35% of California’s GHG is caused by on-road transportation; (3) properly reducing parking subsidies and revealing the actual cost of parking to drivers would (a) reduce GHG emissions, air-pollution, and congestion, by reducing vehicle trips and (b) give employees more control over their potential earnings, and (c) give renters and consumers more control over their costs; and

WHEREAS, (1) government policy should not promote driving; (2) the general free-market principle, that people should not be forced to pay for something they don’t use, is violated, if non-drivers lose money due to parking facilities; (3) “free” employee parking is paid for by lower wages for all workers, including those who do not drive; “free” parking at an apartment complex can easily increase rents by \$50 dollars per month, for all renters, even those not owning a car; and (4) eliminating parking subsidies improves social equity; and

WHEREAS, (1) methods to bill car owners based on when and where their car was parked, to include such factors as the income of the driver and their “need to drive”, could soon, if not now, be implemented, while having safeguards to fully protect privacy and (2) fair methods of earnings distribution could be devised, such as, for employee parking, earnings being given directly to employees in proportion to their time spent at the workplace;

THEREFORE, BE IT RESOLVED, that DEMCCO supports funding the development and prototype installation of car-parking systems with at least the last two features (numbered 7 and 8), so as to demonstrate useful feasibility, with the full set of features as follows: (1) have full-cost base pricing; (2) have congestion pricing; (3) have charge and payout policies that will minimize money lost by non-drivers, due to parking facilities; (4) will support sharing of parking facilities; (5) will provide retrievable knowledge of the use of each parking space; (6) have a data interface that will support on-demand predictions of parking-space price and availability; (7) have automatic car detection; and (8) will do efficient mailing of invoices, containing both parking charges and parking earnings.

BE IT FURTHER RESOLVED, that this support be communicated to our San Diego County Democratic Party Central Committee.