

## ***Environmentally-Sound and Economically-Fair Road Usage Charge***

***Approved 6/18/15 by the Democratic Club of Carlsbad & Oceanside E-Board  
Since the E-Board Vote was unanimous, no General Membership vote was needed***

**WHEREAS**, greenhouse gas (GHG) emissions must be reduced; about 35% of California's GHG is caused by on-road vehicles; to achieve climate-stabilizing targets, both an improved fleet efficiency and a reduction in driving are needed; and

**WHEREAS**, in California, user fees (gas tax and/or tolls) are about 60% of the amount spent on roads; having the true cost of road use hidden by using general taxes (that should be spent on such things as education, mass transit, incentivizing renewable energy, health care, and food stamps) for roads increases driving, adding significantly to air pollution, congestion, sprawl, GHG emissions and all the negative impacts of fossil fuel use, such as the impacts associated with fracking and the transporting and refining of crude oil; a 2011 California Transportation Commission assessment found that 58 percent of the state's roads require rehabilitation or maintenance and 20 percent of bridges need major or preventive maintenance; an increase in construction jobs would benefit our economy; and in 2009, Sierra Club California passed a resolution supporting a "comprehensive road-use fee pricing system"; and

**WHEREAS**, the "gas tax" is currently California's most significant road-use fee, state-mandated increases in fleet mileage and the number of battery-electric vehicles will significantly reduce "gas tax" revenue, and an SB 1077-mandated Road User Charge (RUC) Technical Advisory Committee (TAC) is currently working to produce a RUC pilot project in 3 years;

**THEREFORE, BE IT RESOLVED**, that the Democratic Club of Carlsbad and Oceanside (DEMCCO) supports the RUC TAC developing a road-usage-charge (RUC) pricing and payout system that (1) would cover all road-use costs, including the environmental and health costs caused by driving; (2) should be in addition to existing tax and cap and trade fees for fuel; (3) 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, except as needed to achieve the next feature; (4) would mitigate impacts on low-income users; (5) would protect privacy; (6) would include congestion pricing when that technology becomes feasible; (7) could include a per-mile insurance fee, payable to the car-owner's insurance company, and (8) would send its earnings to all citizens and institutions that are losing money under the current system, to achieve a full and just compensation.

**BE IT FURTHER RESOLVED**, that this support be communicated to our County Central Committee, our Assembly Speaker, our Senate Pro Tem, CARB, and the RUC TAC.

*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>. The Democratic Club of Oceanside and Carlsbad passed a similar resolution, calling for a comprehensive road use fee pricing and payout system.*