

Support for the Development and Installation of a Single System to Operate Roads, Car-Parking, and Transit

WHEREAS, (1) greenhouse gas (GHG) emissions must be reduced; (2) about 35% of California's GHG is caused by driving; (3) given reasonable estimates for future fleet efficiency, to achieve climate-stabilization targets, driving must be reduced; and (4) the second bullet of the Transportation Sub-plank of the 2016 CDP Platform calls for "*equitable and environmentally-sound road and parking operations*"; and

WHEREAS, in California, (1) user fees (gas tax and/or tolls) do not cover the cost of road maintenance; (2) our fleet must combust less fuel each year, thereby reducing gas-tax revenue yearly; (3) hiding the true cost of road use increases driving, air pollution, congestion, propensity to approve sprawl development, and GHG emissions; (4) a 2011 California Transportation Commission assessment found 58 percent of our roads needing rehabilitation or maintenance; (5) prevailing-wage construction jobs are needed; and (6) there is a current state pilot project for a Road Usage Charge (RUC) but no legislation to implement a RUC and no RUC system design;

WHEREAS, (1) bundled-cost parking ("bundled-cost" denotes that the parking is offered at no charge because its cost is "bundled" into the cost of other items) increases the cost of everything, from rent to food; (2) bundled-benefit parking ("bundled-benefit" denotes that it is an employee benefit, like a salary, or a medical benefit) reduces wages; (3) the fourth bullet of the Transportation Sub-plank of the 2016 CDP Platform calls for "*shared, convenient and value-priced parking, operated with a system that provides earnings to those paying higher costs or getting a reduced wage, due to the cost of providing the parking*"; and (4) technology could increase the convenience of *paying* for driving, parking, and using transit and *distributing earnings*, taken from these revenue streams, to individuals, as appropriate;

THEREFORE, BE IT RESOLVED, that the San Diego County Democratic Party supports a transit-use, road-use, and car-parking-use *pricing, collection, and payout system*, operated with modern technology and specified by a *system-requirements document* (such a document unambiguously defines what the system does, as the first step of system design), covering such topics as privacy, protection for low-income users, base-and-congestion price, detection, and statement-mail-out methods, always assuming prevailing-wage jobs.

BE IT FURTHER RESOLVED, that this support be communicated to our Governor, Senate Pro-Tem, Speaker of the Assembly, CARB, and the CTC.

Mike Bullock, mike_bullock@earthlink.net, 760-754-8025, DEMCCO 2nd VP & Elected Member of the SDCDPCC; **Supporters:** **Deb Cunningham-Skurnik**, Region 18 Director, AD-73; **Nathan Fletcher**, Former AD 75 **Assemblyman**, San Diego Mayoral Candidate, **Qualcomm Senior Director**, **UCSD Professor**, Candidate for San Diego County District 4 Supervisor, Married to Assembly Member Lorena Gonzalez Fletcher, AD-80; **Chuck Lowery**, **Oceanside Deputy Mayor**, AD 76; **Bryan Pease**, **Environmental Lawyer** and Candidate for San Diego City Council District 2, AD-77; *A nearly identical resolution was adopted by DEMCCO on February 25, 2017.*