

Resolution 22-01

Resolution of the Oceanside Bicycle and Pedestrian Committee in Support of Replacing the State Gas Tax with a Means-Based Road Use Charge (RUC) that Protects Privacy

WHEREAS, (1) Greenhouse gas (GHG) emissions must be significantly reduced by 2030 to mitigate a climate catastrophe; (2) about 40% of California's GHG is emitted by on-road vehicles; and (3) even given the most ambitious estimates for fleet efficiency and fleet electrification, to support climate-stabilization requirements, it will be necessary to reduce per-capita driving; and furthermore,

WHEREAS, (1) California's current road-use fees (our gas tax, our toll roads and our bridge-use tolls) do not currently cover the full cost of operating and maintaining roads, and gas tax revenues are projected to further decrease as vehicles become more efficient and/or electric powered; (2) having the full cost of motor vehicle road use hidden from users decreases incentives to bicycling and walking, thereby increasing driving and, thus adding significantly to air pollution, congestion, sprawl, and GHG emissions; (3) an assessment conducted by the California Transportation Commission (CTC) found that 58 percent of our state's roads are in need of maintenance, 20 percent of our bridges need major or preventive maintenance, and 6 percent of our bridges require replacement; (4) roads and bridges are our most important cycling infrastructure; and (5) a RUC has been shown to be feasible by the CTC; and finally,

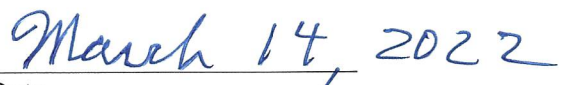
WHEREAS, (1) our gas tax is our most significant road-use fee; (2) state-mandated increases in battery-electric vehicles will reduce gas-tax revenue; (3) a gas tax is inherently regressive because low-income drivers tend to drive older, less fuel-efficient cars; and (4) a gas tax does not account for time, place, driver income, vehicle weight, vehicle pollution level, or instantaneous roadway congestion;

THEREFORE, BE IT RESOLVED, that the Oceanside Bicycle and Pedestrian Committee supports replacing the state gas tax with a road-use charge (RUC) pricing and payout system that (1) would cover all road-use costs; (2) would protect the economic interests of low- and middle-income drivers by use of a progressive price structure that also recognizes the needs of rural drivers; (3) would protect privacy by requiring a search warrant to obtain location or travel information and has built in safeguards against unauthorized data use; (4) would include an instantaneous congestion-pricing algorithm; (5) would ensure that the per-mile price incentive to drive energy-efficient cars would still be sufficient to support necessary fleet electrification; (6) would ensure that cyclists and pedestrians are not charged under the system, given that they contribute no emissions or wear-and-tear on the road system, and they help alleviate congestion.

BE IT FURTHER RESOLVED, that this support be communicated to the City of Oceanside.

Approved by a majority vote of those present at the March 14, 2022 Committee Meeting:


Tom Lichterman, Chairman


Date