

# Tom Rubin's Slides

For Catalyst  
11/3/25 Meeting

# PLAN POPULATION/JOB GROWTH IS CONSTANT

**Table 4-5: Forecasted Employment Counts by Alternative and County in 2050**

County	Proposed Plan		No Project Alternative		Alternative 1		Alternative 2	
	Total	Share	Total	Share	Total	Share	Total	Share
Alameda	1,109,000	20%	1,139,000	21%	1,109,000	20%	1,117,000	21%
Contra Costa	526,000	10%	528,000	10%	526,000	10%	533,000	10%
Marin	126,000	2%	135,000	2%	126,000	2%	130,000	2%
Napa	72,000	1%	75,000	1%	72,000	1%	72,000	1%
San Francisco	960,000	18%	986,000	18%	960,000	18%	967,000	18%
San Mateo	593,000	11%	588,000	11%	593,000	11%	602,000	11%
Santa Clara	1,621,000	30%	1,566,000	29%	1,621,000	30%	1,605,000	30%
Solano	160,000	3%	149,000	3%	160,000	3%	150,000	3%
Sonoma	268,000	5%	269,000	5%	268,000	5%	259,000	5%
Regional total	5,436,000	100%	5,436,000	100%	5,436,000	100%	5,436,000	100%

Note: The number of forecasted jobs is rounded.  
 Source: Data provided by MTC and ABAG in 2025; compiled by Ascent in 2025.

- No matter what the alternative, the total 2025 jobs are the same; just minor shifts between jurisdictions
- Ridiculous to assume, for example, without MTC’s assumed extreme jobs/ population concentration, no road capacity growth, and assumed transit growth that the extreme growth could occur without ability to move around

# TRAVEL OUTCOMES MAKE NO SENSE

Table 2-9: Summary of Daily Travel Metrics

	Base Year, 2023	Proposed Plan, 2050	Change, 2023 to 2050	
			Numerical	Percent
Daily Commute Trips	6,674,000	8,883,000	2,210,000	33%
Daily Non-Commute Trips	18,190,000	22,614,000	4,424,000	24%
Daily Trips Subtotal	24,864,000	31,497,000	6,633,000	27%
Daily Vehicle Trips	20,044,000	22,513,000	2,468,900	12%
Daily VMT	146,877,000	178,605,000	31,728,000	22%
Daily VMT per Capita	19.8	18.6	-1.2	-6%
Daily Vehicle Hours of Recurring Delay <sup>1</sup>	210,100	591,000	380,800	181%
Daily Transit Boardings	1,042,000	3,282,000	2,240,000	215%
Daily Transit Passenger Miles	6,150,000	21,907,000	15,758,000	256%

- Daily Transit Boards and Passenger-Miles are overstated; Boardings was 888k (MTC was 17% too high); P-M was 5,119K (MTC was 20% too high)
- This makes required growth in Boardings and P-M in 2025 370% and 428%, respectively, of 2023
- To achieve the 2050 values, average annual growth rates of 4.95% and 5.53% needed – **WHICH NO MAJOR U.S. TRANSIT SYSTEM HAS DONE POST-WWII**

# TRANSPORTATION CHANGES REDICULOUS

Table 2-6: Transportation System Capacity (2023–2050)

Facility Type	Base Year, 2023	Proposed Plan, 2050	Change, 2023 to 2050	
			Numerical	Percent
Freeway Lane Miles	5,100	5,200	130	3%
<i>Priced Freeway Lane Mile Share</i>	14%	100%	86	614%
Expressway Lane Miles	1,100	1,100	50	4%
Arterial Lane Miles	8,700	8,600	-80	-1%
Collector Lane Miles	5,500	5,500	10	0%
<b>Total Roadway Lane Miles</b>	<b>21,000</b>	<b>21,100</b>	<b>130</b>	<b>1%</b>
Daily Local Bus Seat Miles	9,177,000	12,786,000	3,609,000	39%
Daily Express Bus Seat Miles	1,457,000	2,891,000	1,434,000	98%
Daily Light Rail Seat Miles	1,922,000	3,173,000	1,251,000	65%
Daily Heavy Rail Seat Miles	12,523,000	21,199,000	8,676,000	69%
Daily Commuter Rail Seat Miles	5,495,000	7,322,000	1,827,000	33%
Daily Ferry Seat Miles	852,100	2,149,000	1,297,000	152%
<b>Total Daily Transit Seat Miles</b>	<b>31,425,000</b>	<b>49,520,000</b>	<b>18,096,000</b>	<b>58%</b>

- Almost no new growth in road miles at all
- Transit seat-miles 158% of 2023 – but Table 2-9 has passenger-miles 309%, so load factors will almost double; questionable under the basic law of physics that two objects cannot occupy the same space at the same time

# “IMPROVE ECONOMIC MOBILITY”

- DEIR p. 2-8, “**EC4: Implement a Statewide Guaranteed Income |\$205 Billion|** Provide an income-based payment to all Bay Area households to improve family stability, promote economic mobility, and increase customer spending.”  
**(emphasis in original)**
- Assuming this State-wide program goes into full effect in for the FY31-FY50 period, that’s \$10.25 billion a year going to an average of ~3.5 million Bay Area households, just under \$3k a year for ALL households
- For just the lowest-earning million, households, that would be about \$10k/year each – presumably, in addition to all existing governmental and private sector aid programs
- Although this is labeled as a Statewide program, the Bay Area is such a large portion of the State population that is difficult to conceive how the Bay Area taxes to support this would come from anywhere but Bay Area taxpayers – so the 2.5 million households not getting these funds would each be paying in >\$4k year
- There does not appear to be anything in the Plan that considers how many high-earners – and mid-earners – this would cause to leave, or the jobs lost, or the higher costs of doing business increasing prices, etc., etc., etc.

# Water Shortage? WHAT Water Shortage?

- DEIR, page 3.14-11: “Although the Bay Area’s population grew steadily for several decades, recent estimates indicate a slight downward population trend since 2020, largely driven by out-migration and other factors. Despite this recent decline, many water agencies project that long-term population in the region will either stabilize or gradually rebound ...”
- Evidently, no one told the authors of DEIR Section 14, Public Utilities and Facilities, that the authors of Section 11, Land Use, Population, and Housing, were projecting a 23.7% increase in population from 2020 to 2050 (Table 4-1, page 4.12)

# NO PLAN B

- The entire Plan Bay Area 2025+, like all of its predecessors, is build a huge number of unrealistic assumptions, most of which have negative feedback to other assumptions
- All of the predecessors have already been shown to be unrealistic
- There is absolutely no realistic alternative presented for a fallback when the unrealistic assumptions, and the outcomes built on them, can no longer be denied
- **THIS IS A FAILED PLAN – and A PLAN TO FAIL**