

Metropolitan Transportation Commission Plan Bay Area 2025+ Calculation of Required Tax/Fee Increase For Each Bay Area Resident To Produce Necessary Plan Bay Area “New Revenues”

The Metropolitan Transportation Commission (MTC), the metropolitan planning organization (MPO) for the nine-county Bay Area¹ is currently undertaking public comment on *Plan Bay Area 2025+* (PBA), its long-range plan for the Bay Area, and the related program Draft Environmental Impact Report (DEIR).

In its “Notice of Preparation” (NOP) for the DEIR², there is data on the amount of funding that MTC presents will be required to implement the PBA programs and projects. We have utilized this data to calculate the amount of “New Revenue” that each Bay Area resident will required to contribute to make the PBA achievable:

| | | | |
|---|----|------------------|---------|
| “Strategy Investment” ³ | \$ | 1,475 | billion |
| Less: “Existing Revenues” ³ | | <u>(617)</u> | billion |
| Required “New Revenues” to Implement PBA ³ | | 862 | billion |
| Divided By: Years Covered by PBA (2026-2050, inclusive) | | <u>25</u> | |
| Required “New Revenues” Per Year | | 34.48 | billion |
| Divided By: Bay Area Population, 2035 ⁴ | | <u>8,476,000</u> | |
| Required “New Revenues” per Bay Area Resident, 2035 | \$ | <u>4,068</u> | |

So, for example, a household of two adults and two children would have, for the year of 2035, an additional tax/fee burden of \$16,272, over and above all existing (and future) tax/fee payments.

While the above is based entirely on MTC’s own data taken directly from the DEIR, it should be regarded as a fairly close approximation because there are many assumptions and unknowns⁵.

If there are any questions, please e-mail Tom Rubin at tarubin@earthlink.net.

¹ Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, Sonoma Counties and the City and County of San Francisco.

² MTC, “Notice of Preparation, **Draft Environmental Impact Report for Plan Bay Area 2050+ (Regional Transportation Plan/Sustainable Communities Strategies for the Nine-County Bay Area)**, Notice of Preparation for Draft Environmental Impact Report for Plan Bay Area 2050+

Note: The values utilized in this calculation from the NOP are identical to those in the DEIR.

³ *Ibid.*, “Plan Bay Area 2050+ Regional Revenues and Investments,” page A-4.

⁴ *Ibid.*, “Plan Bay Area 2050+ Regional Growth Forecast,” page A-3

⁵ The above calculations are based on 25-year totals for PBA dollars expressed in current year dollars; the timing of expenditures could raise or lower the amounts required in any one year, but likely only by small amounts that would be offset by adjustments in earlier/later years. The greatest departure from reality is that the calculation is based on all the “New Revenue” sources being fully implemented on the beginning of the PBA period, July 1, 2025. Getting the bills, statutes, and ordinances required to raise \$862 billion in revenues at the Federal, State, and local levels would require years, which means that the annual payments would likely be delayed in commencement, but larger per year, for a shorter period of time, back-loaded. The annual value will likely change for a variety of factors, including taxpayer location, taxpayer income, etc. – but any decrease for one person or community would have to be offset by increases for others. This calculation also assumes that all cost, and therefore necessary revenue, assumptions in PBA will prove accurate, an assumption that appears questionable given MTC’s past performance.