

San Francisco Transportation Plan 2050+



San Francisco
County Transportation
Authority

Round 2 Outreach
Spring 2026

Agenda

- SFTP+ Overview
- Round 1 Outreach – What We Heard
- Our Draft Plan
- Your Feedback Welcomed
- Next Steps

What is the SFTP?

The San Francisco Transportation Plan (SFTP) is the countywide 30-year blueprint for transportation system development and investments

- The Investment Plan is based on the expected transportation revenue for 30 years
- The Vision Plan considers potential new revenues
- Discussion of strategic initiatives
- Coordinated with updates to regional plans (Plan Bay Area)

Goals and Measuring Progress



Equity



**Environmental
Sustainability**



**Economic
Vitality**



**Safety and
Livability**



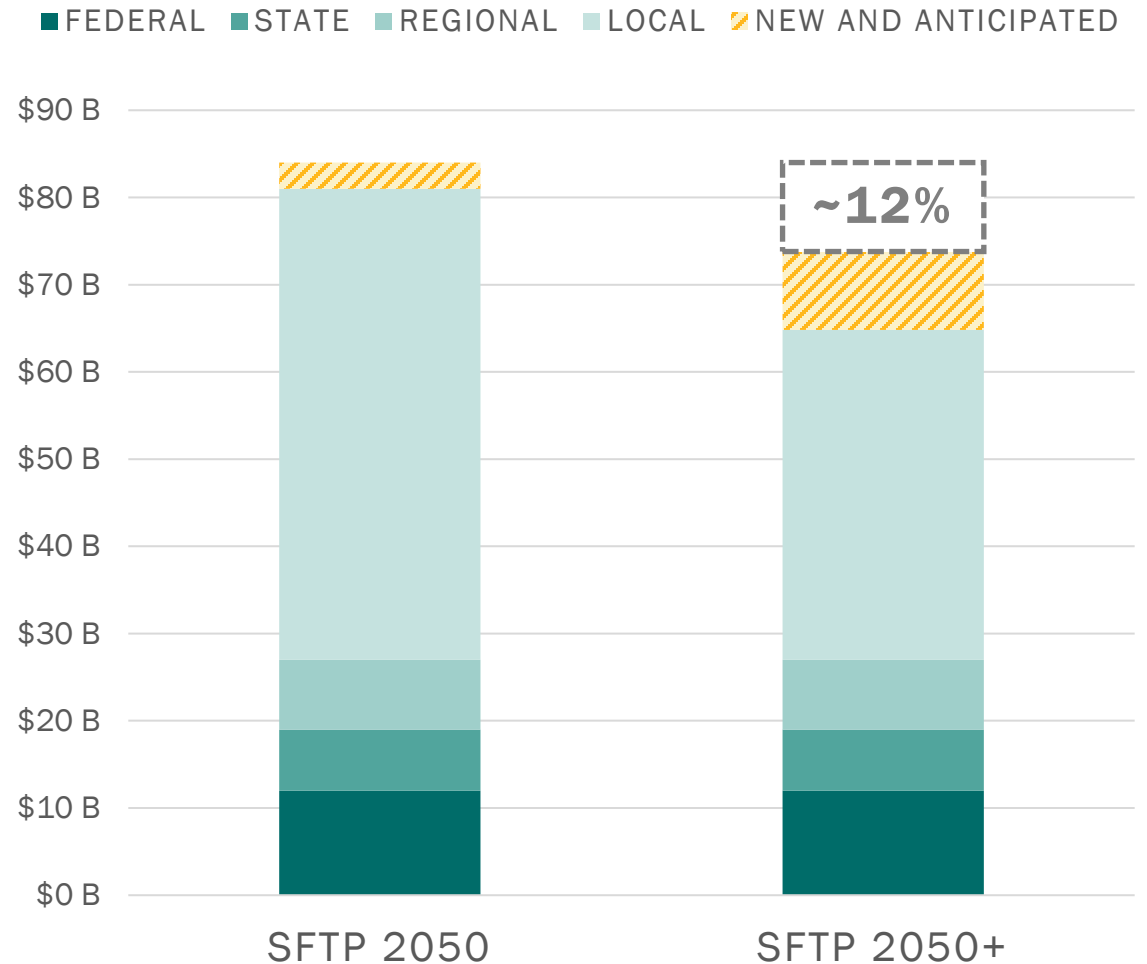
**Accountability
and Engagement**

SFTP+ Overview

The SFTP+ is a focused update incorporating post-pandemic travel data and revenue estimates

See appendix for more information on the transit fiscal cliff.

Transportation Revenues Projected to be Lower

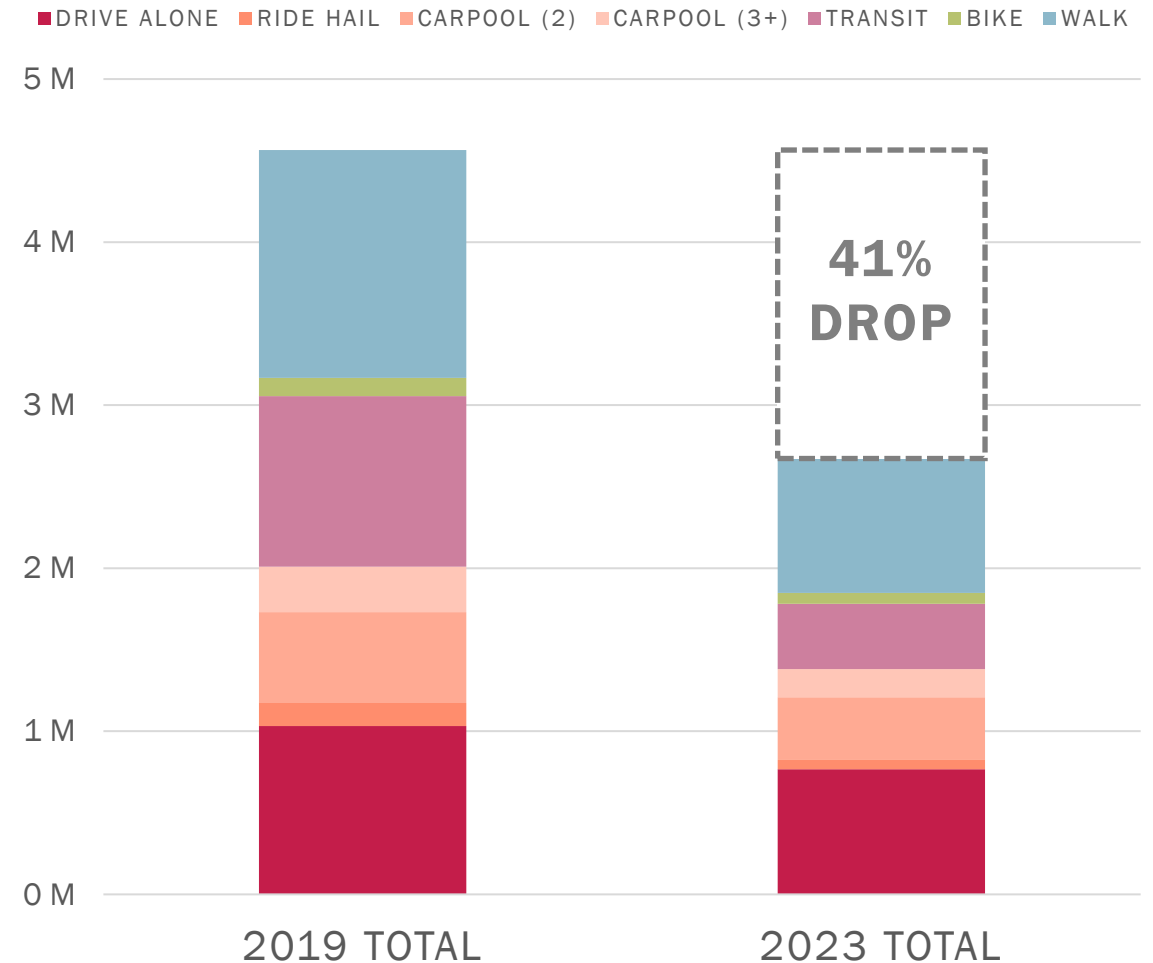


2020 Dollars

What we've done so far

- Studied existing conditions / travel behaviors
- Updated growth projections
- Estimated what 2050 looks like if we don't invest

People Travel Less, Are More Likely to Drive



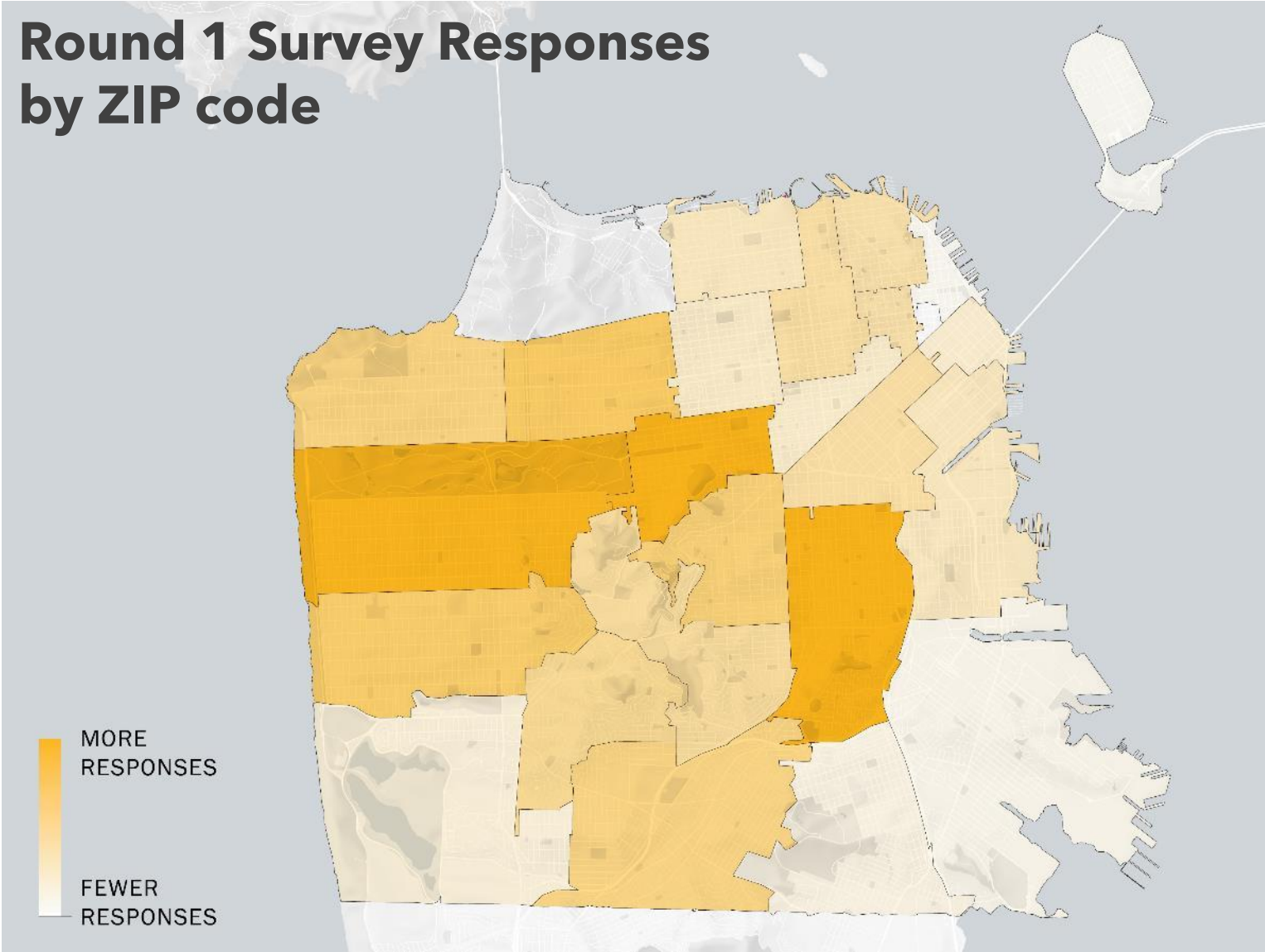
Round 1 Outreach – What We Heard

- We hosted two virtual Town Hall meetings
- We reached out to over 200 community organizations citywide and serving constituents in all 11 districts
- We heard a wide range of comments
 - Strong support for transit: better reliability, system preservation, expansion
 - Need for safety improvements
 - Concern that driving in the city was becoming more difficult



Round 1 Outreach: Who We Heard From

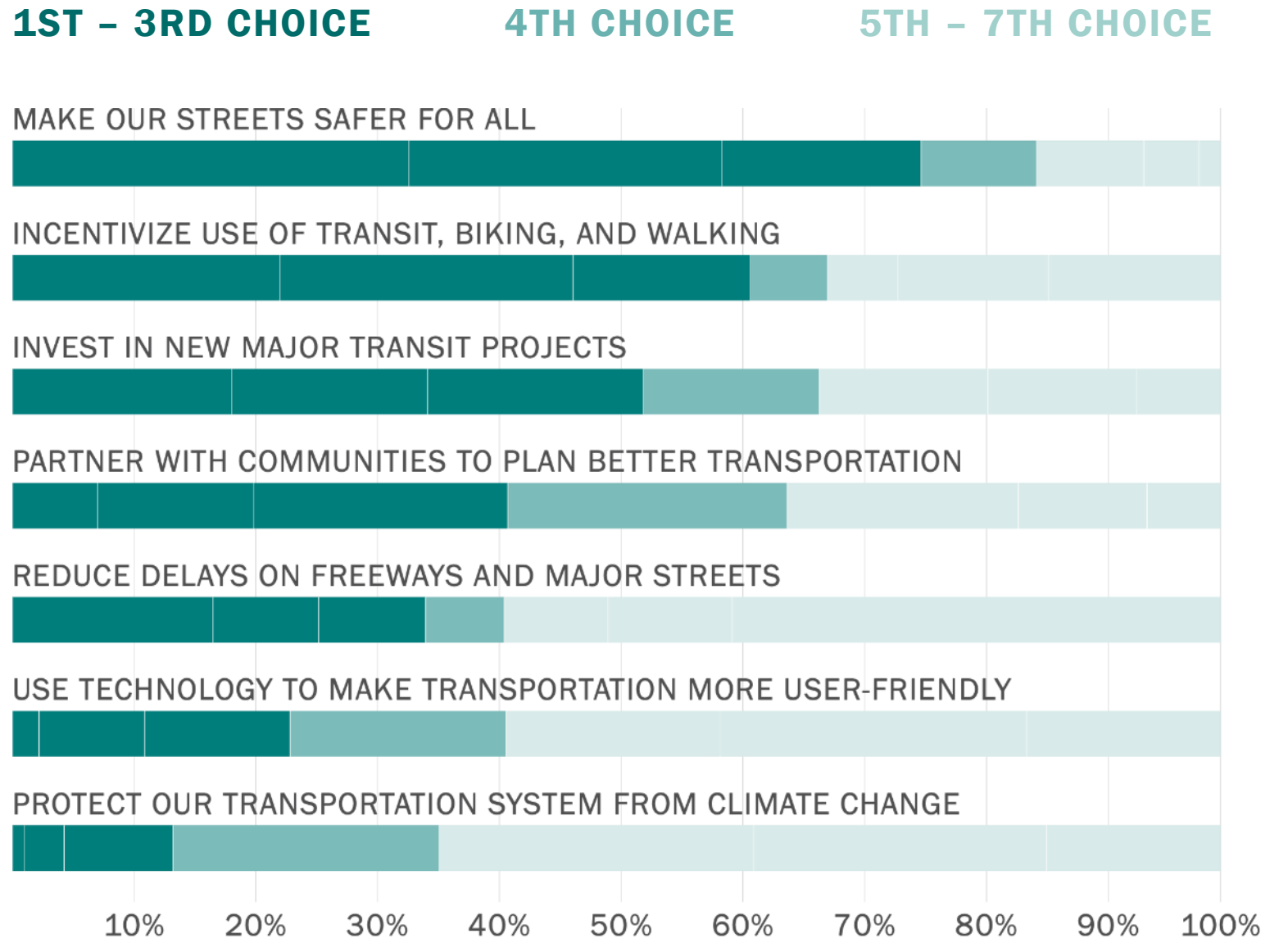
Round 1 Survey Responses by ZIP code



Question 1: Agree with Priority of Transit Operations and State of Good Repair

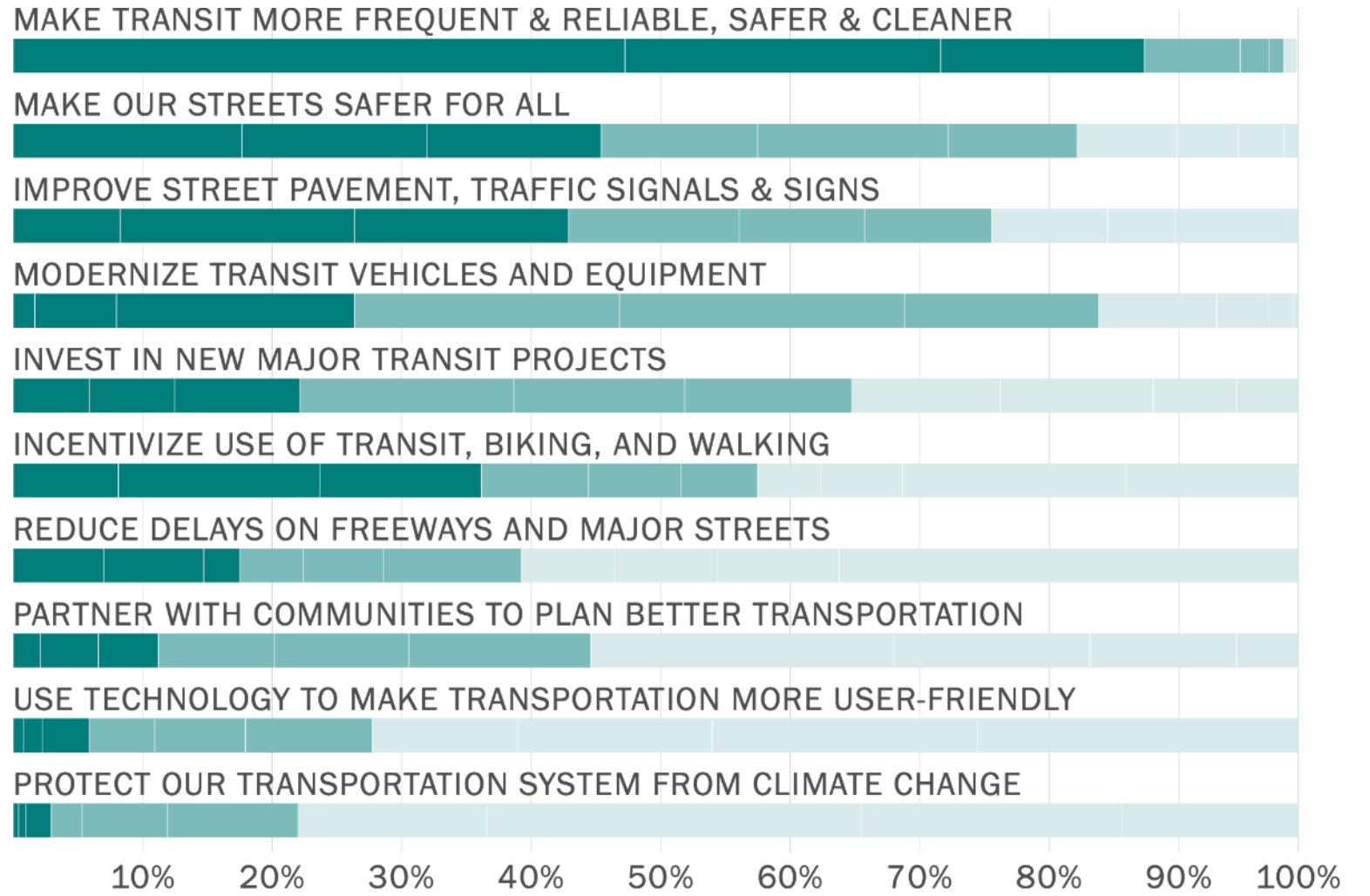


Question 2: Highest Priority with Limited Funding

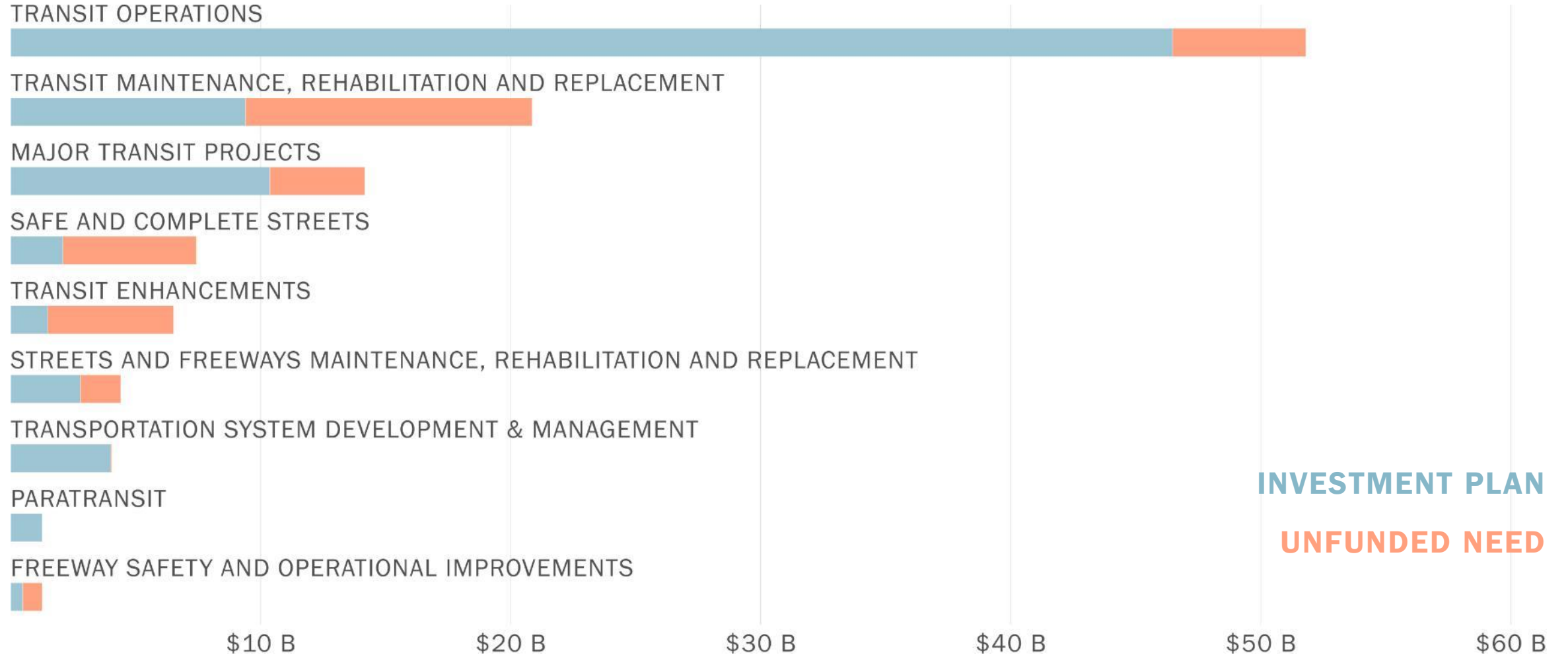


Question 3: Highest Priority with Unlimited Funding

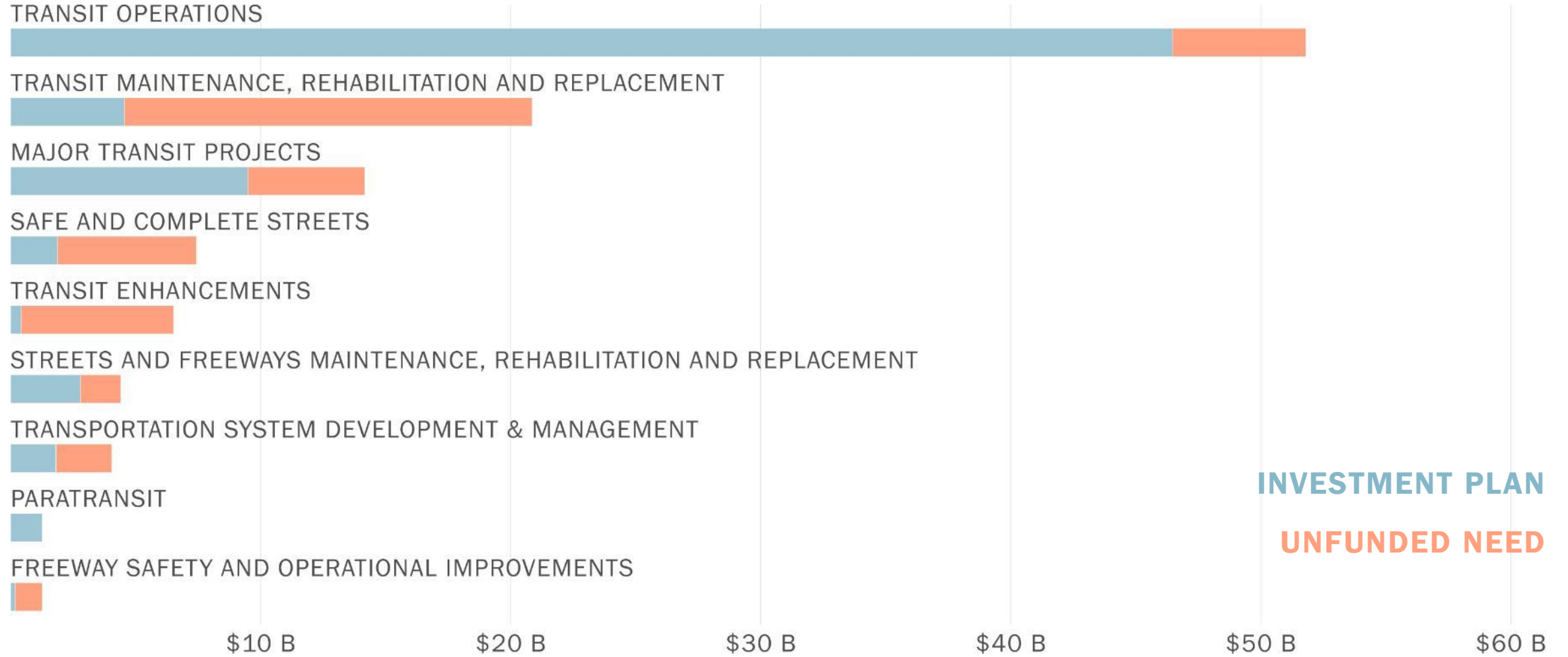
1ST – 3RD CHOICE 4TH – 6TH CHOICE 7TH – 10TH CHOICE



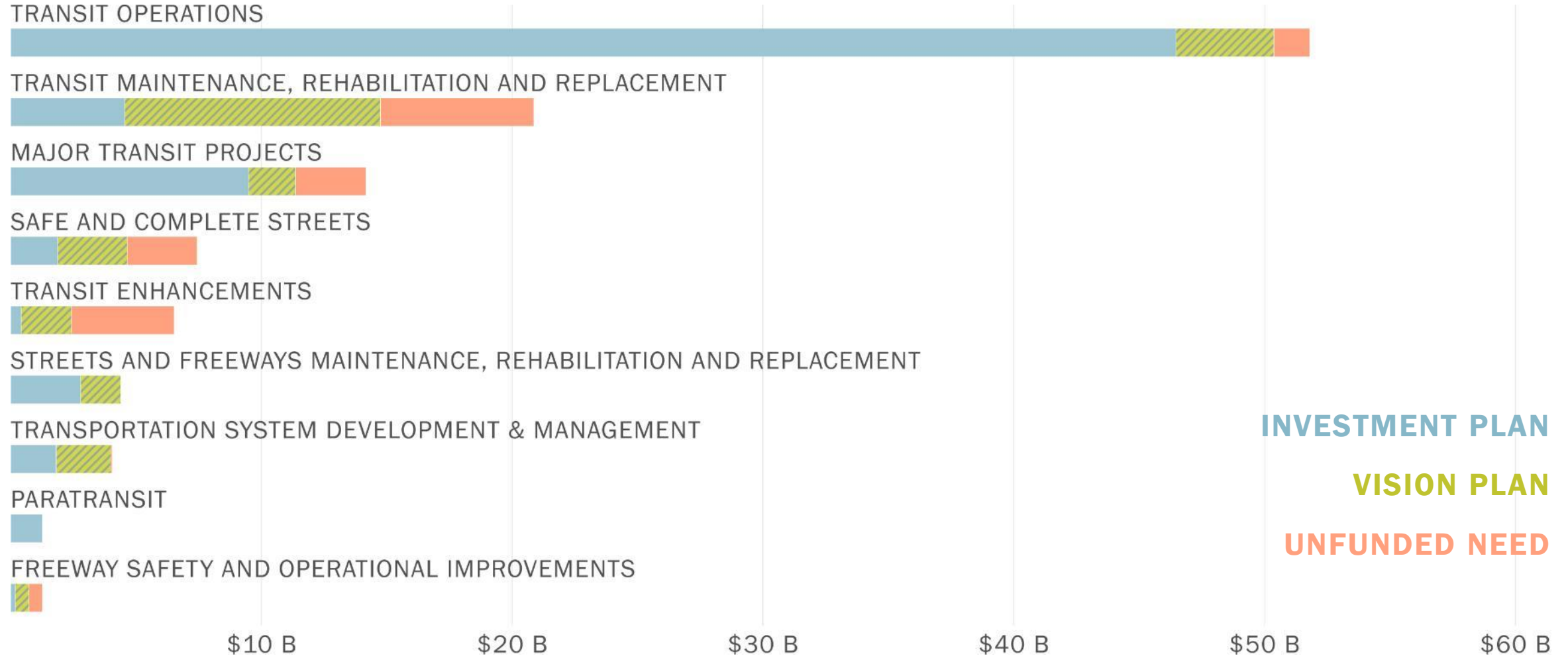
SFTP 2050 Investment Plan – \$80 Billion



SFTP 2050+ Illustrative Investment Plan – \$69 Billion



SFTP 2050+ Illustrative Vision Plan – \$95 Billion



Vision Plan Benefits: Expanded and more reliable transit



Photo by SFMTA Photography Department

Vision Plan Benefits: Improved access for equity priority communities



Photo by SFMTA Photography Department

Vision Plan Benefits: Safer streets



Photo by SFMTA Photography Department

**Vision Plan
Benefits:
Better
maintained
streets,
sidewalks, and
signals**



Photo by SFMTA Photography Department

Vision Plan Benefits: Progress Toward Goals



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Photo by SFMTA Photography Department



Photo by SFMTA Photography Department



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Your Feedback Welcomed



What is your top priority for the Vision Plan?

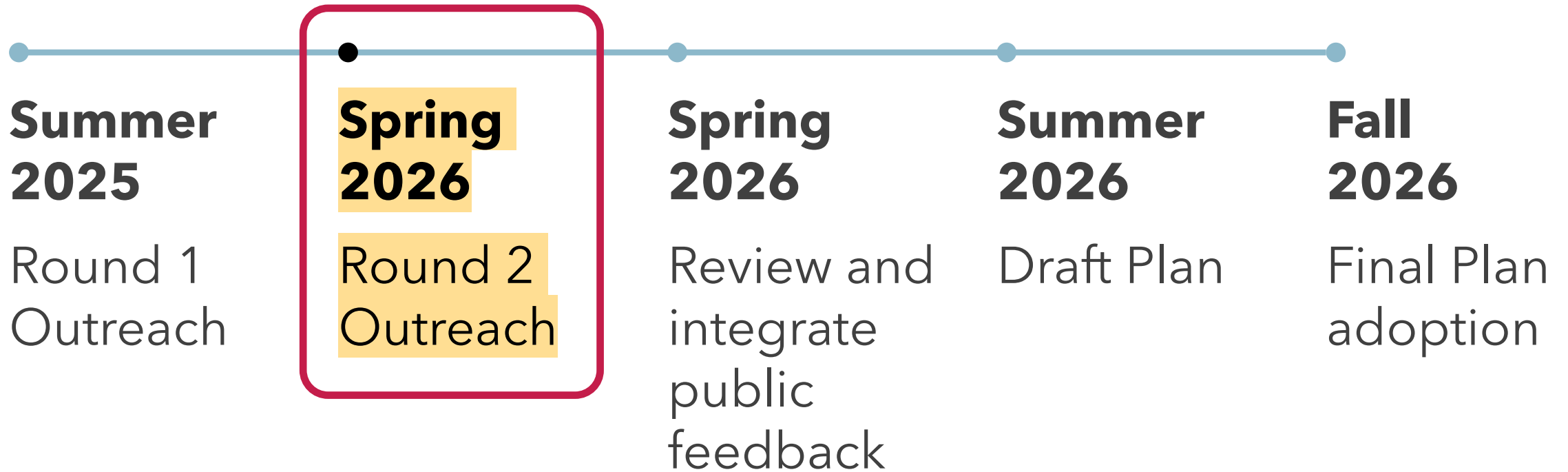
**Please let us know your thoughts
at this link:**

- sfcta.org/sftp
- Feedback form will close
on May 15, 2026

Join a Virtual Town Hall:

- Saturday April 18 at 10 a.m. or
- Thursday April 23 at 6 p.m.

Next Steps



Thank You!

sfcta.org/sftp

Email us at sftp@sfcta.org

Suany Chough

Assistant Deputy Director
for Planning



San Francisco
County Transportation
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sfcta.org/stay-connected

APPENDIX

For more information on the financial situations of regional transit agencies, please see their websites.

<https://www.sfmta.com/project-updates/bridging-our-budget-gap-save-muni>



<https://www.caltrain.com/caltrain-budget-deficit>



<https://www.bart.gov/about/financials/crisis>



<https://www.actransit.org/press-release/ac-transit-board-adopts-balanced-budget-for-fy-25-26>



APPENDIX Potential Solutions for the Budget Gap

Regional Revenue Measure: The Connect Bay Area Act authorizes a five-county sales tax increase to fund San Francisco transit. If passed by voters, Muni will receive ~\$155M per year to address its structural deficit. BART will receive ~\$310M per year, Caltrain will receive ~\$70M per year, and AC Transit will receive \$50M per year.

Local Revenue Measure: As the regional measure will not fully address the structural deficit, a local parcel tax will further reduce the gap. If passed by voters, the Stronger Muni for All Measure will generate ~\$150M annually to reduce the deficit and ~\$10M to make marginal service quality improvements.

Agency Efficiencies & Revenue: Building an efficiency culture and identifying new enterprise revenues will close the remaining structural deficit for Muni. Similar efforts are underway for BART, Caltrain, and AC Transit.

In the short-term, one-time sources are needed to close the budget deficit until regional and local revenue measures are implemented.

