

# 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**



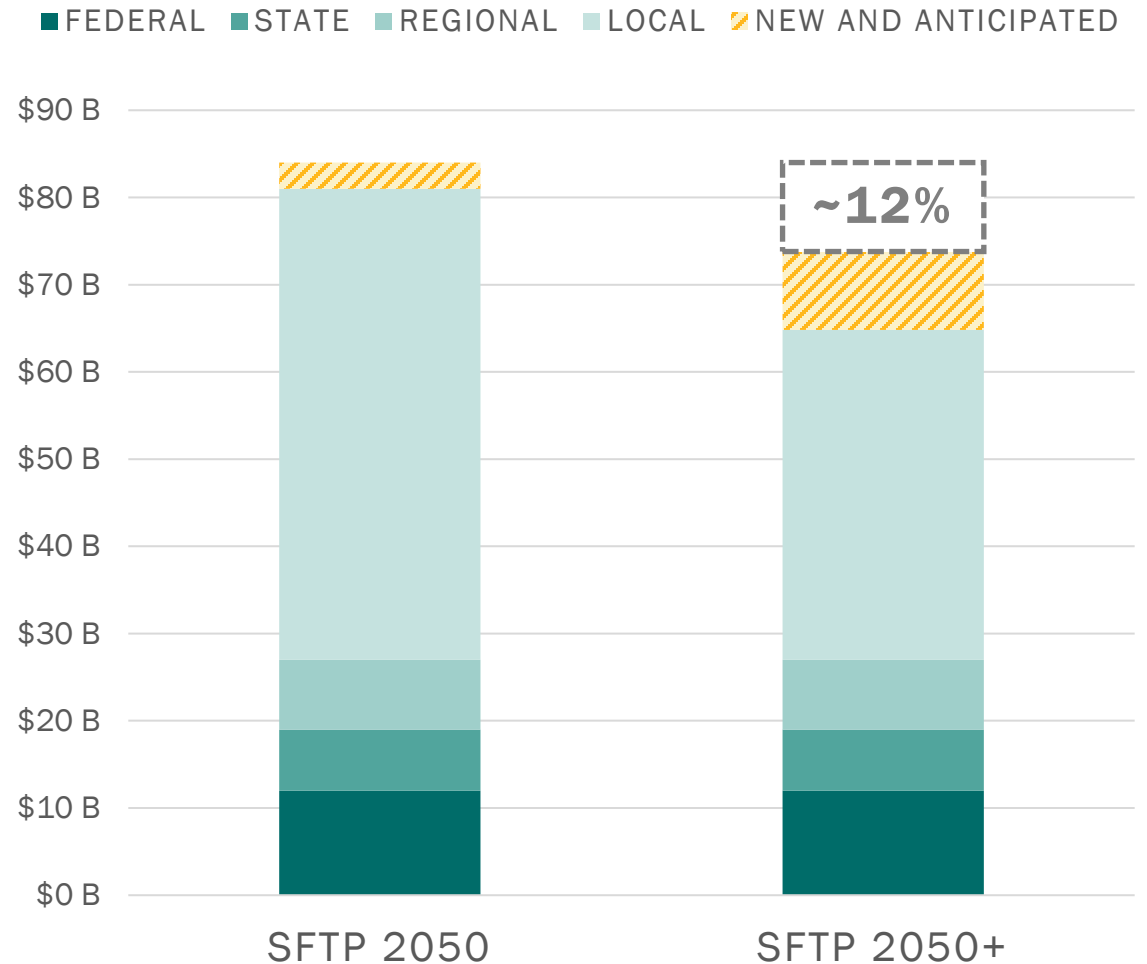
**Accountability  
and Engagement**

# 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

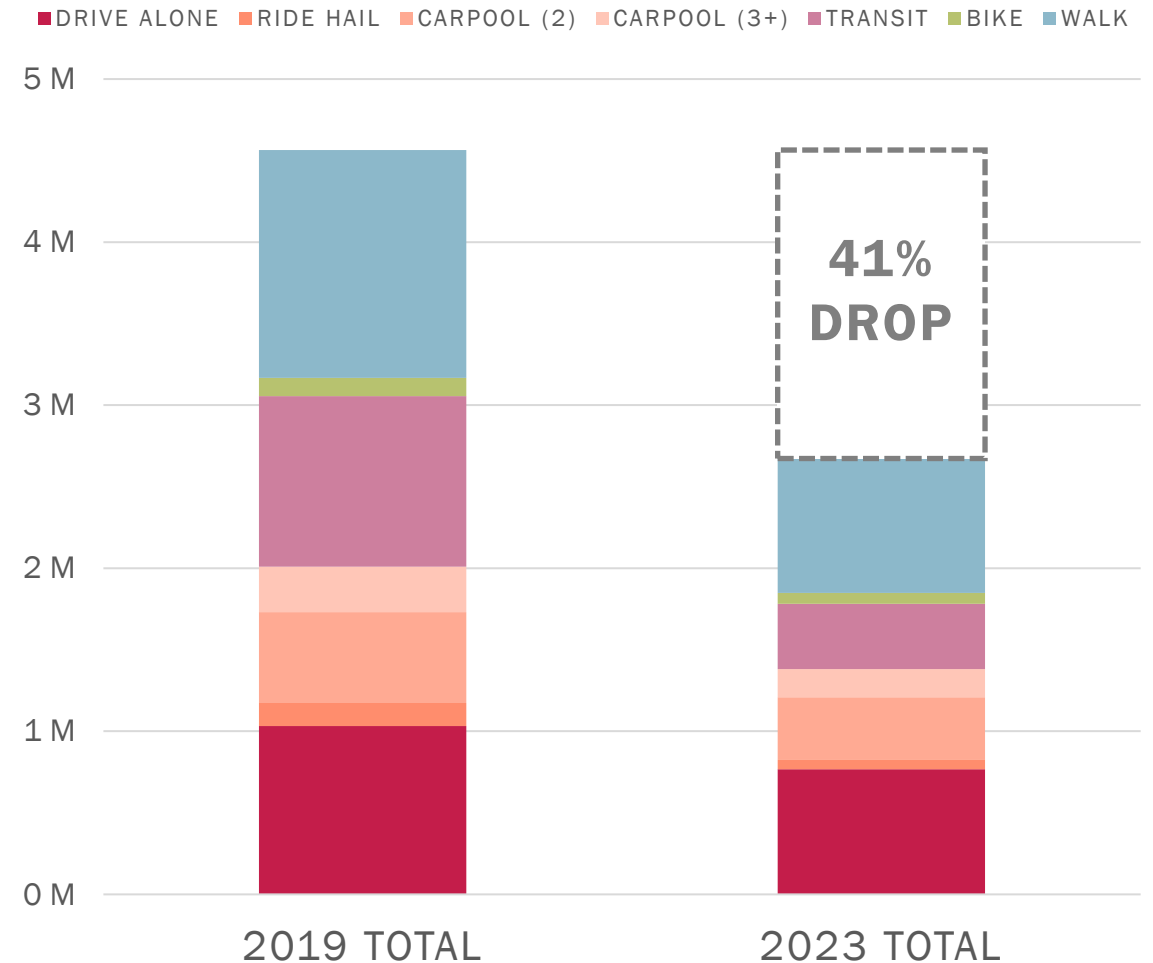


2020 Dollars

# 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



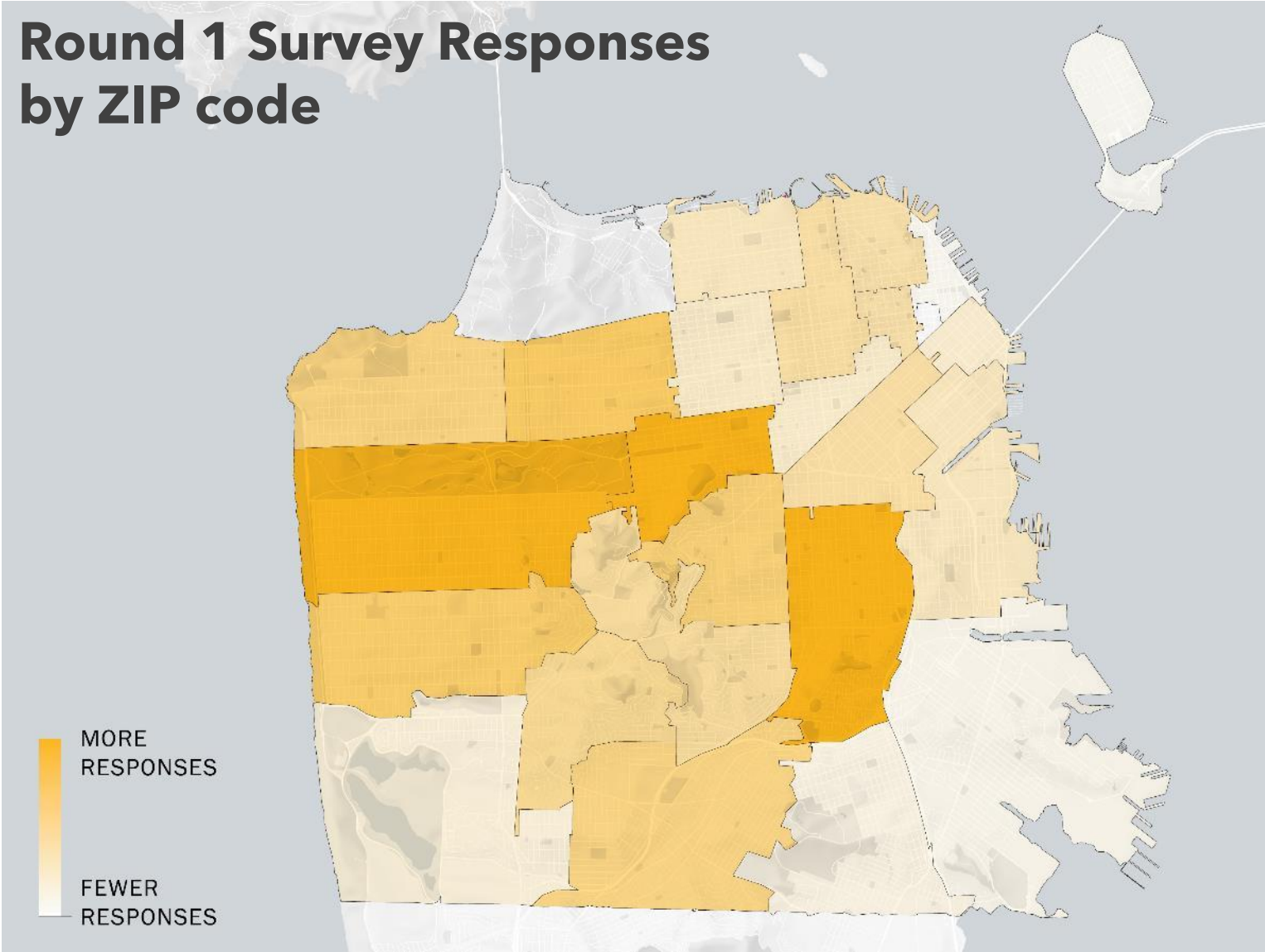
# Round 1 Outreach – What We Heard

- 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

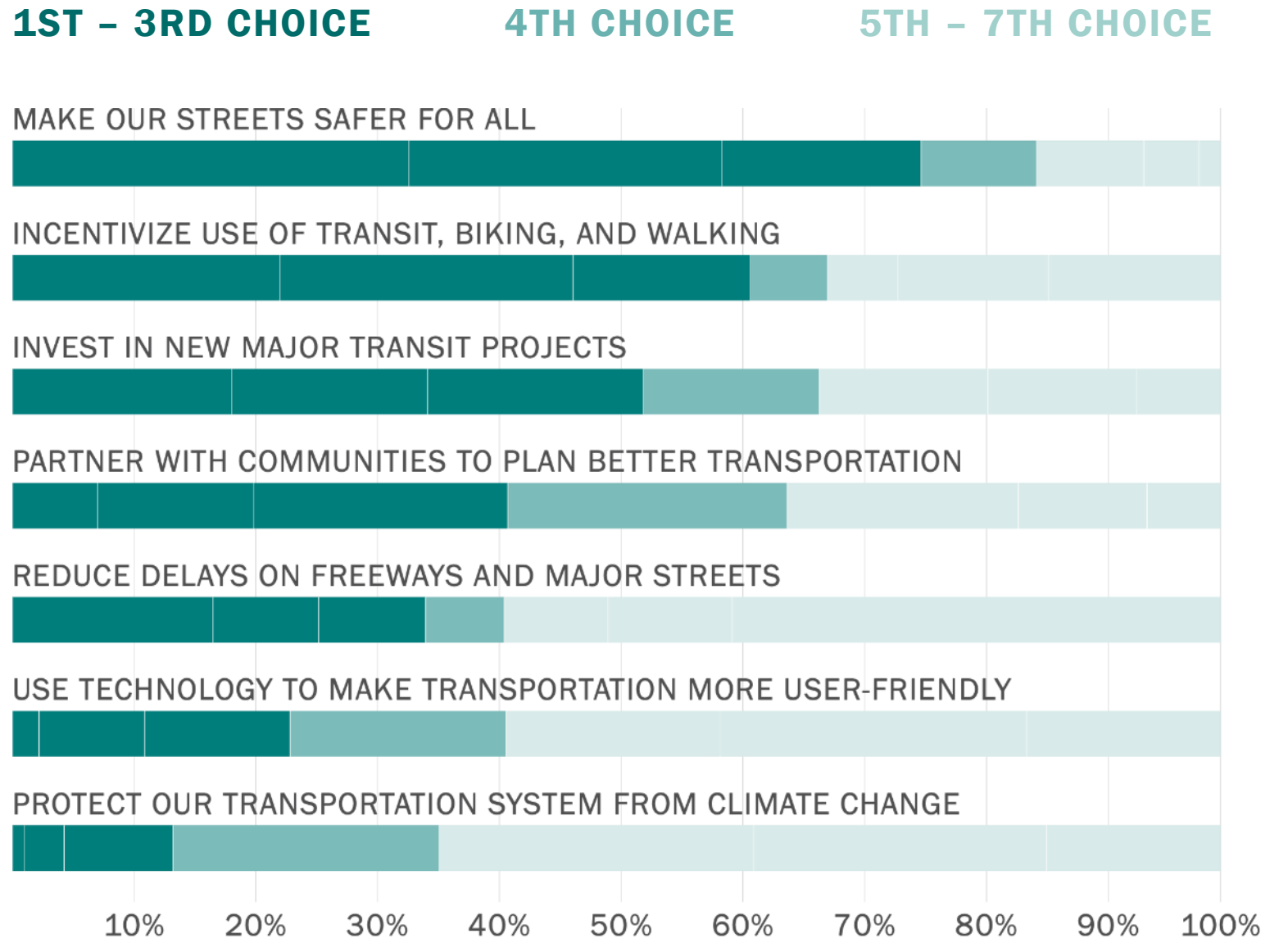
## Round 1 Survey Responses by ZIP code



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

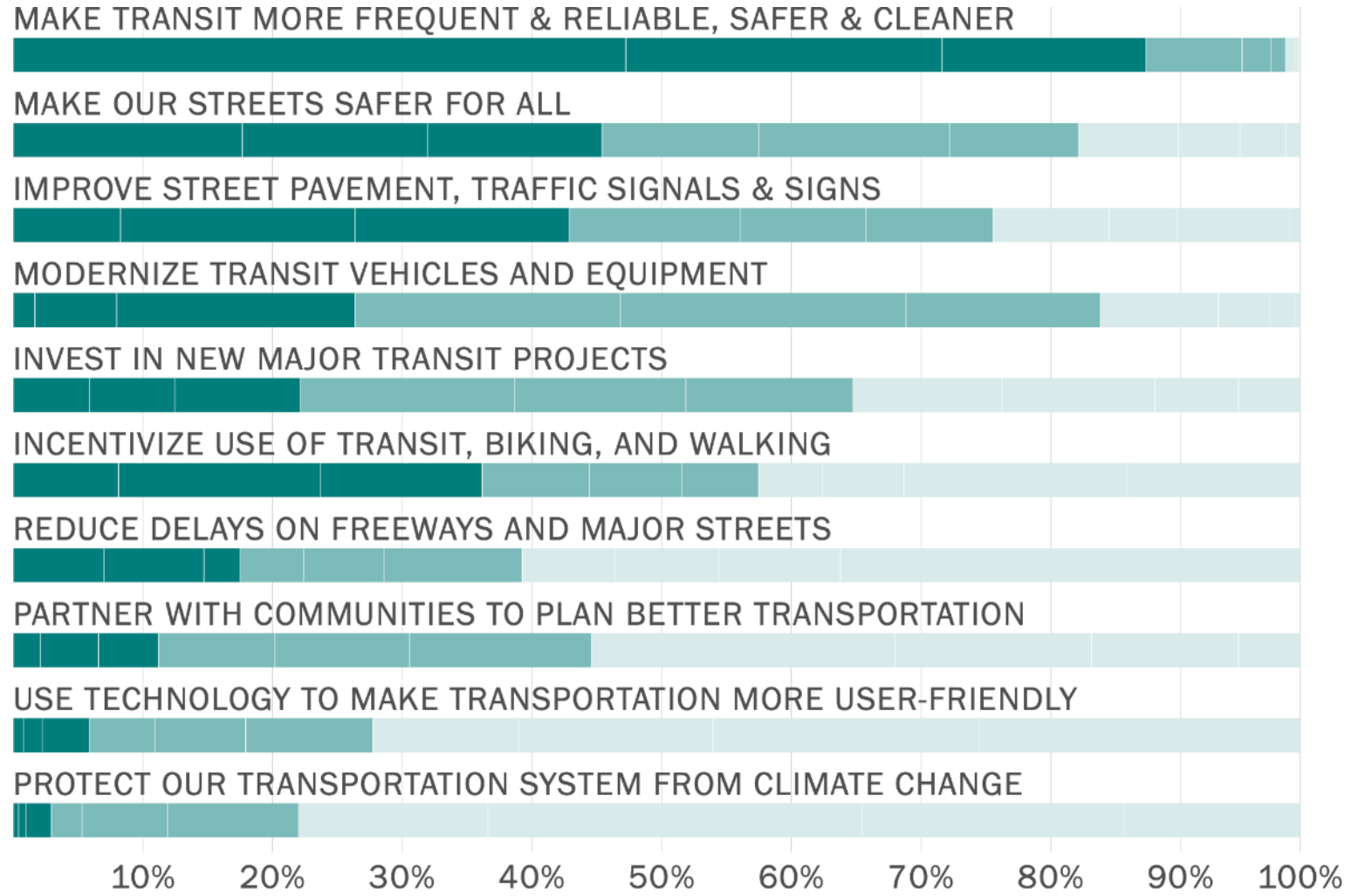


# Question 2: Highest Priority with Limited Funding

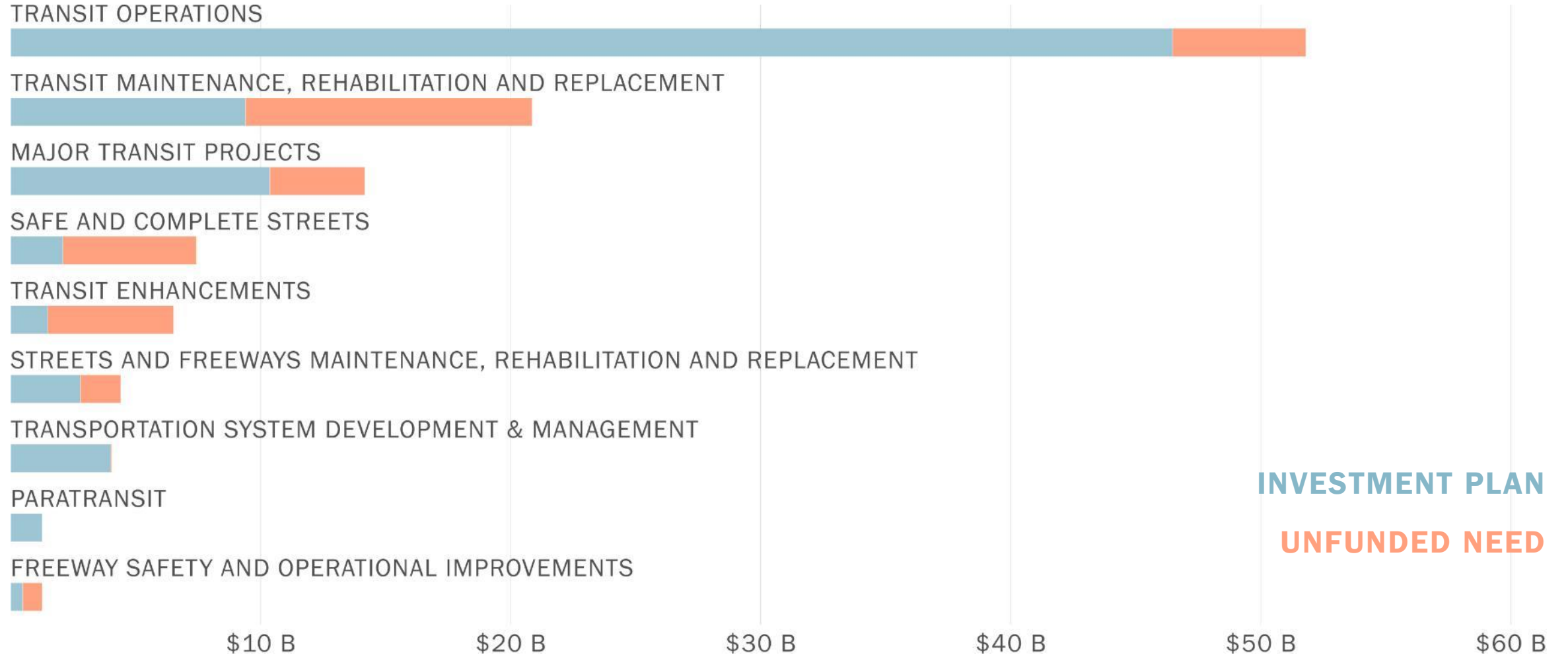


# Question 3: Highest Priority with Unlimited Funding

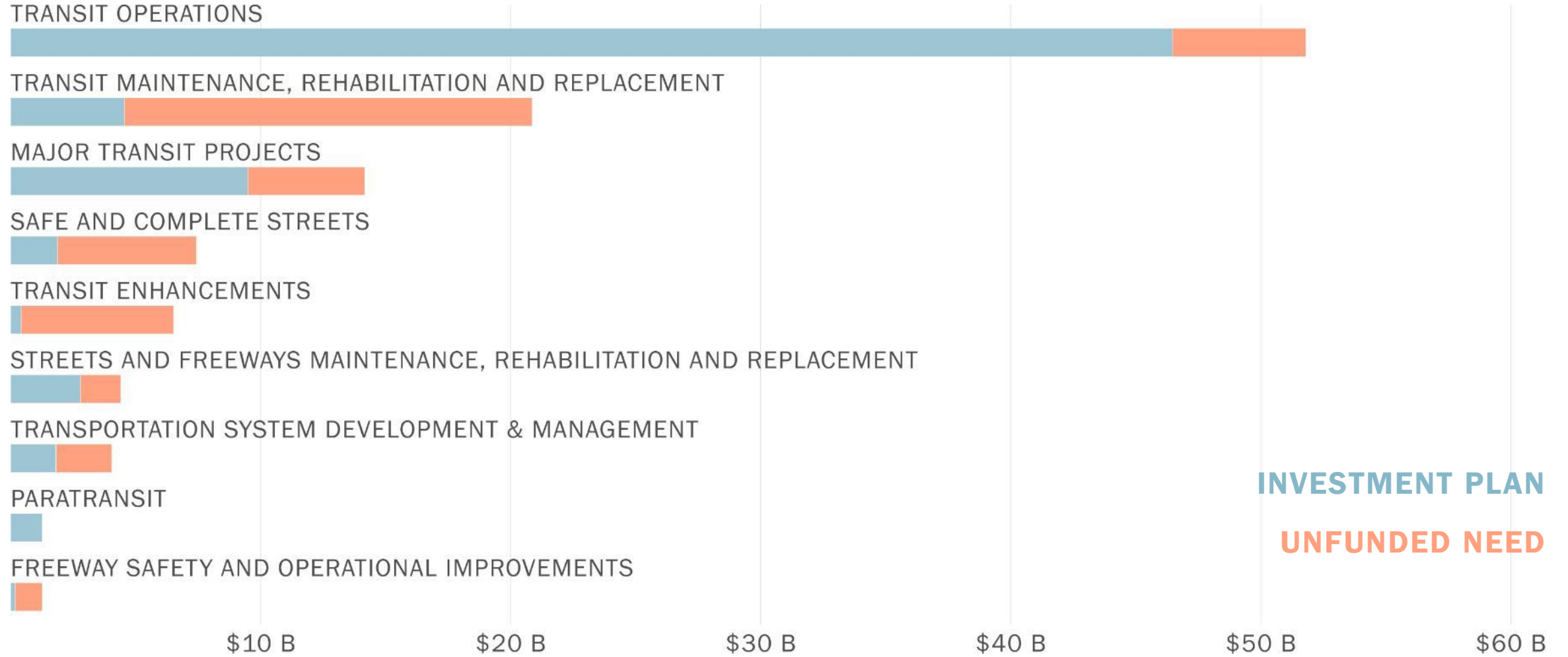
1ST – 3RD CHOICE    4TH – 6TH CHOICE    7TH – 10TH CHOICE



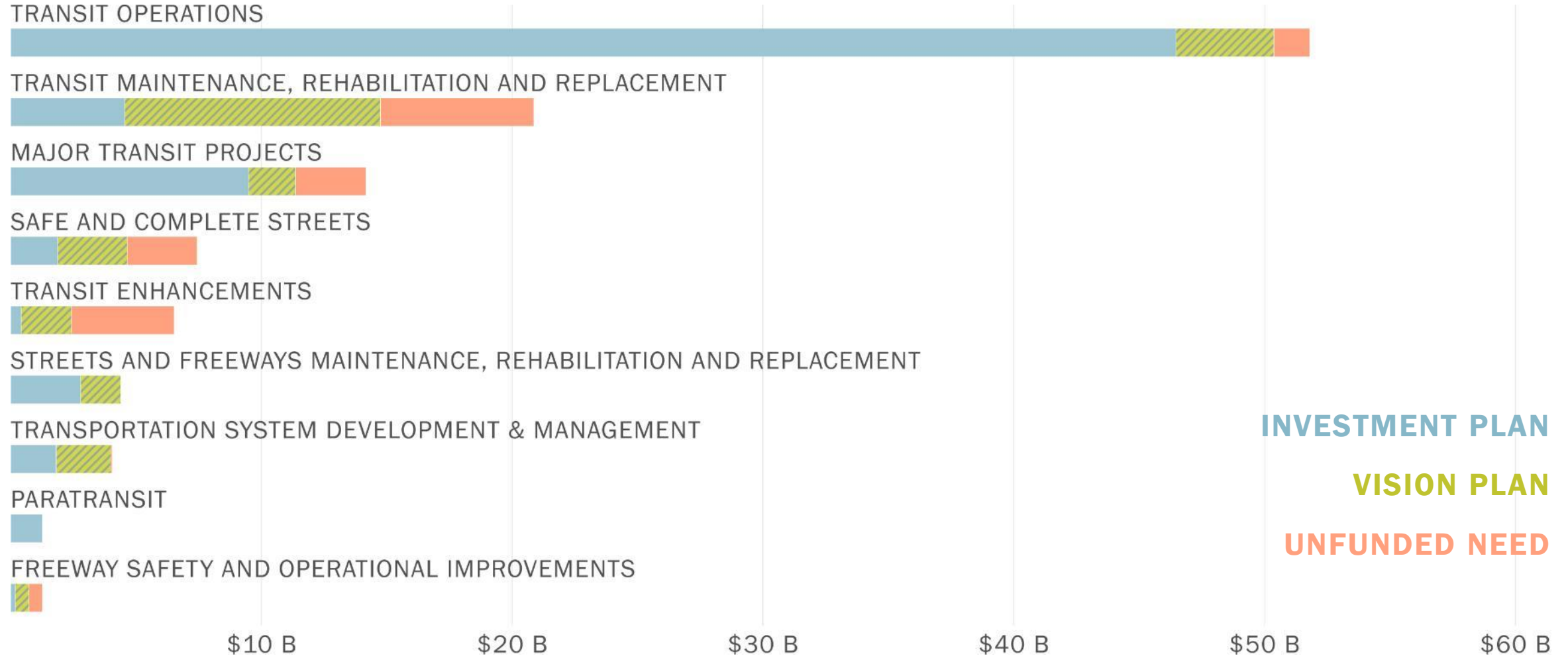
# SFTP 2050 Investment Plan – \$80 Billion



# 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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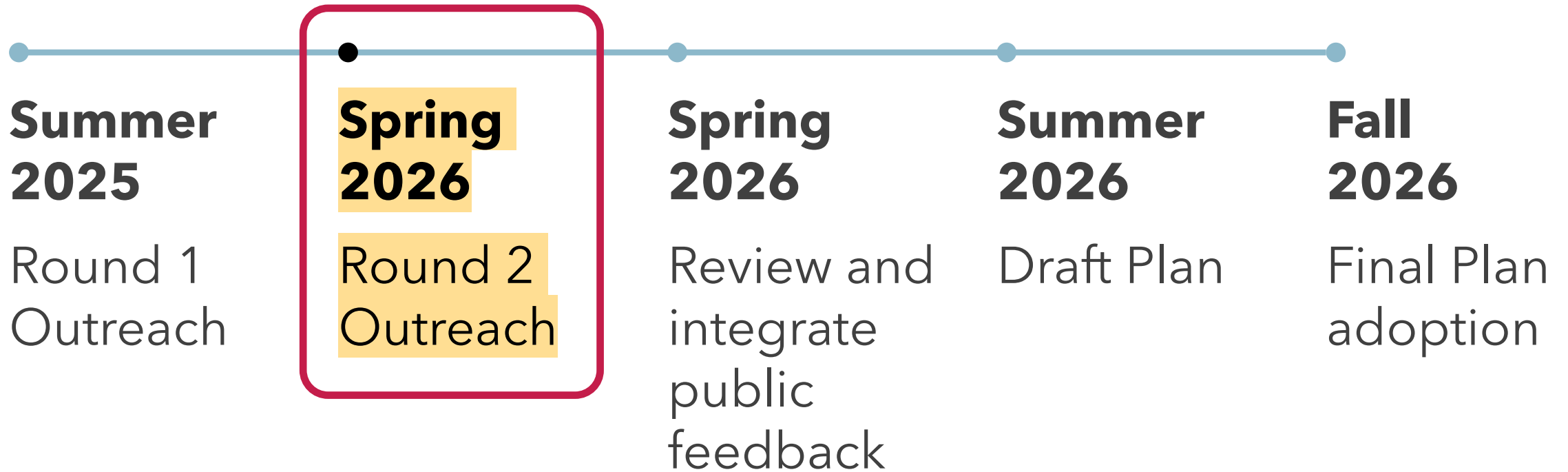
# Your Feedback Welcomed



What is your top priority for the Vision Plan?  
**Please let us know your thoughts  
at this link:**

- [sfcta.org/sftp](https://sfcta.org/sftp)
- Feedback form will close  
on May 22, 2026

# Next Steps



# Thank You!

[sfcta.org/sftp](https://sfcta.org/sftp)

Email us at [sftp@sfcta.org](mailto:sftp@sfcta.org)

## **Suany Chough**

Assistant Deputy Director  
for Planning



San Francisco  
County Transportation  
Authority



[sfcta.org/stay-connected](https://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.*

