San Francisco Transportation Plan 2050+

San Francisco
County Transportation
Authority

Community Advisory Committee – Agenda Item 7
July 22, 2026

Agenda

- SFTP+ Overview
- Public Outreach – What We Heard
- Our Draft Plan
- 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

Economic Vitality

Environmental Sustainability

Safety and Livability

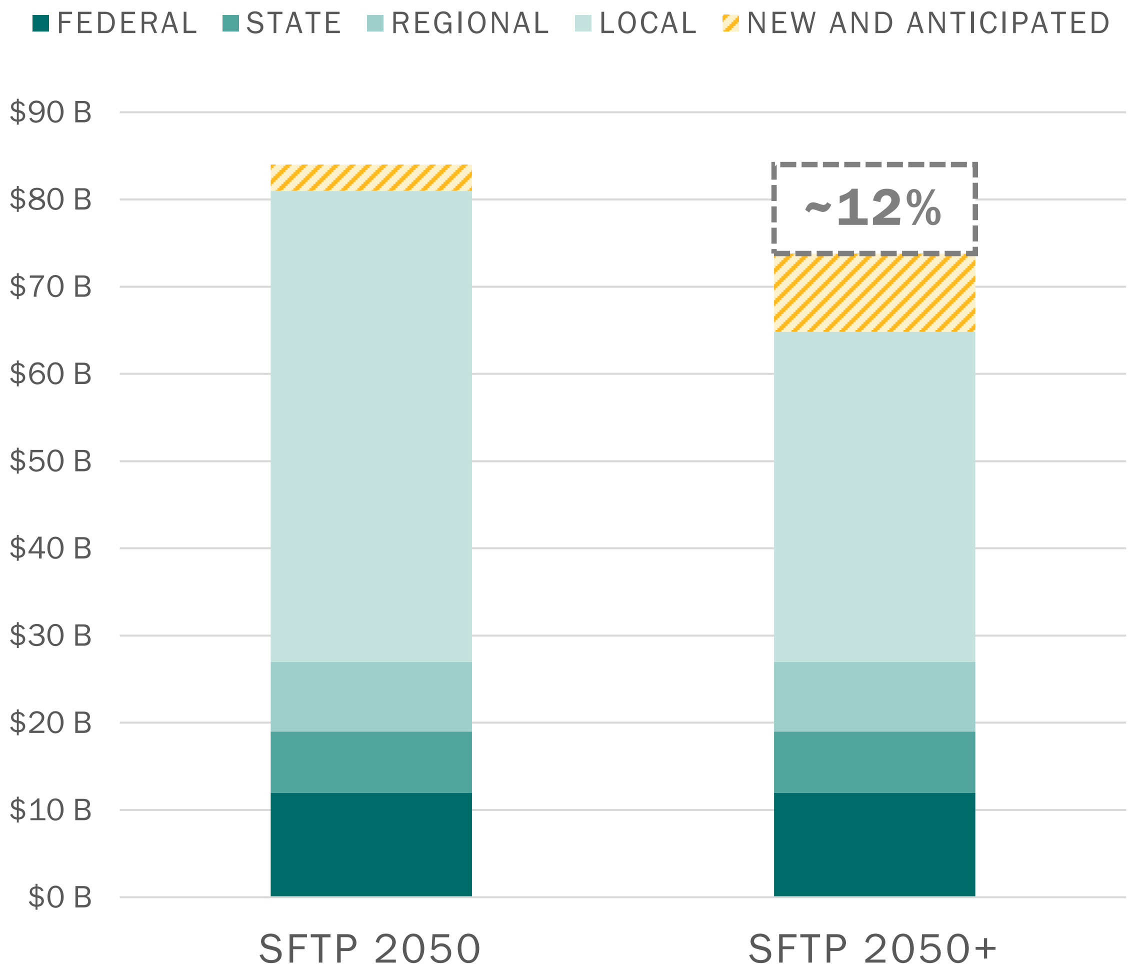
Accountability and Engagement

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

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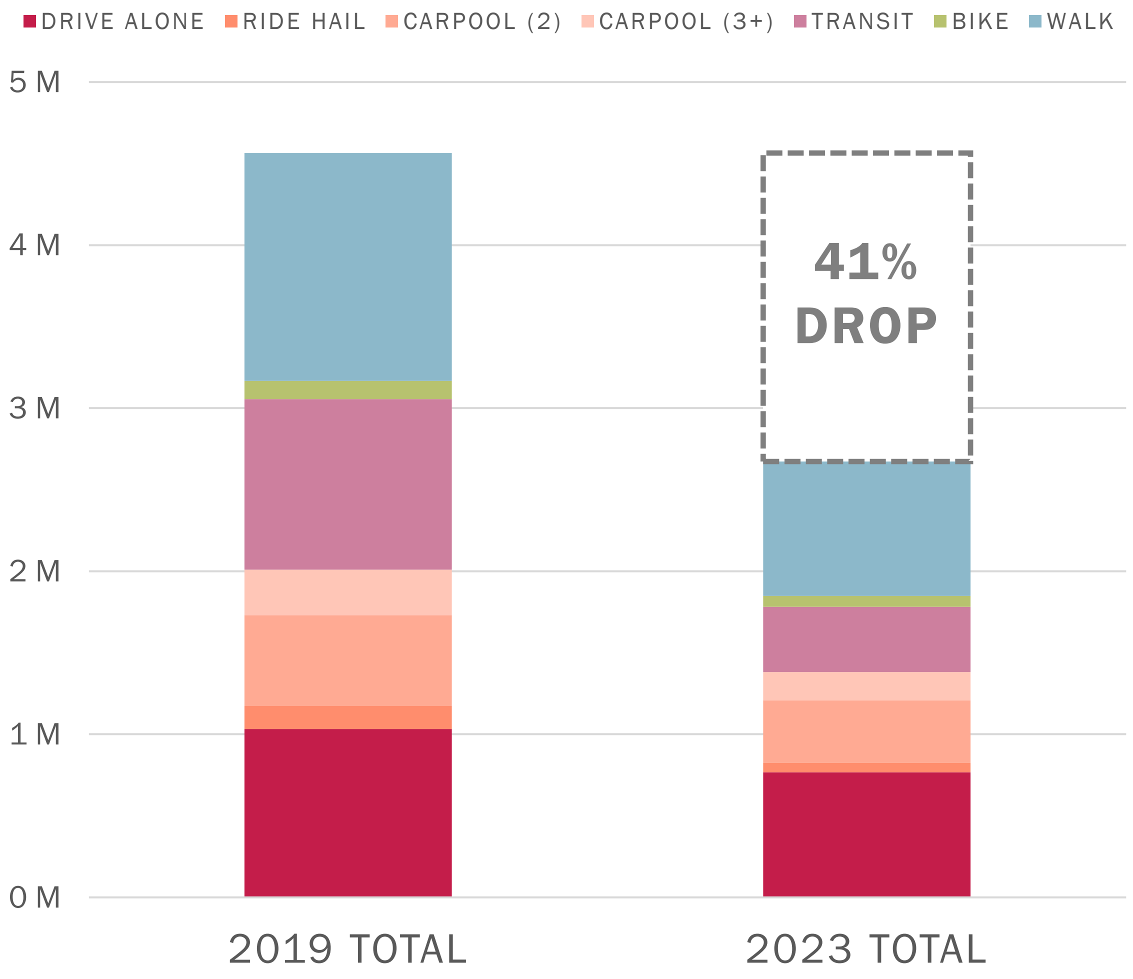
SFTP+ Overview

- Studied existing conditions / travel behaviors
- Updated growth projections
- Estimated what 2050 looks like with and without new investments

People Travel Less, Are More Likely to Drive



Source: MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023

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Public Outreach – What We Heard

- In two rounds of outreach we met with 26 community organizations, held 4 virtual Town Hall meetings, received almost 1,000 survey responses
- 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

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

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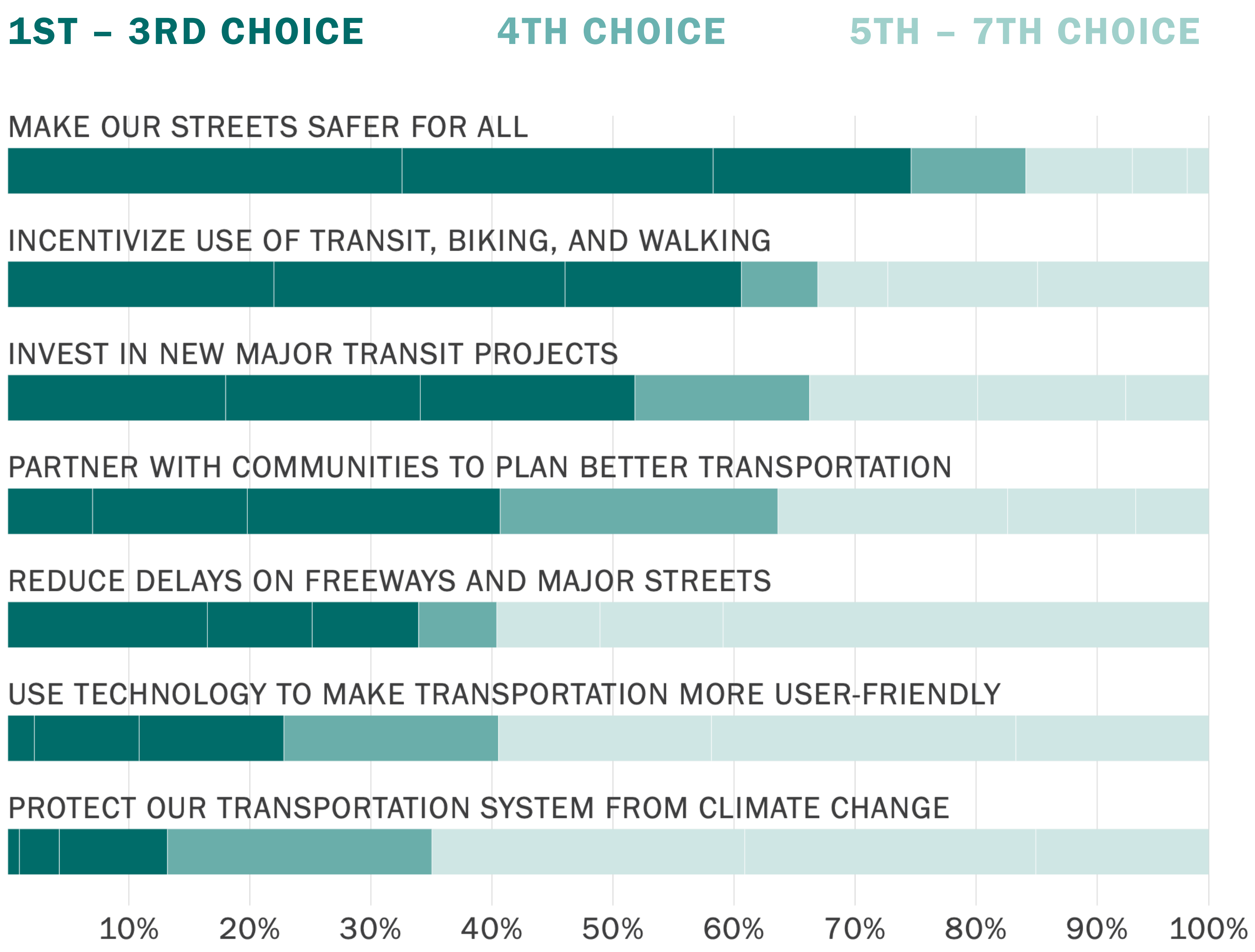
Question 2: Highest Priority with Limited Funding



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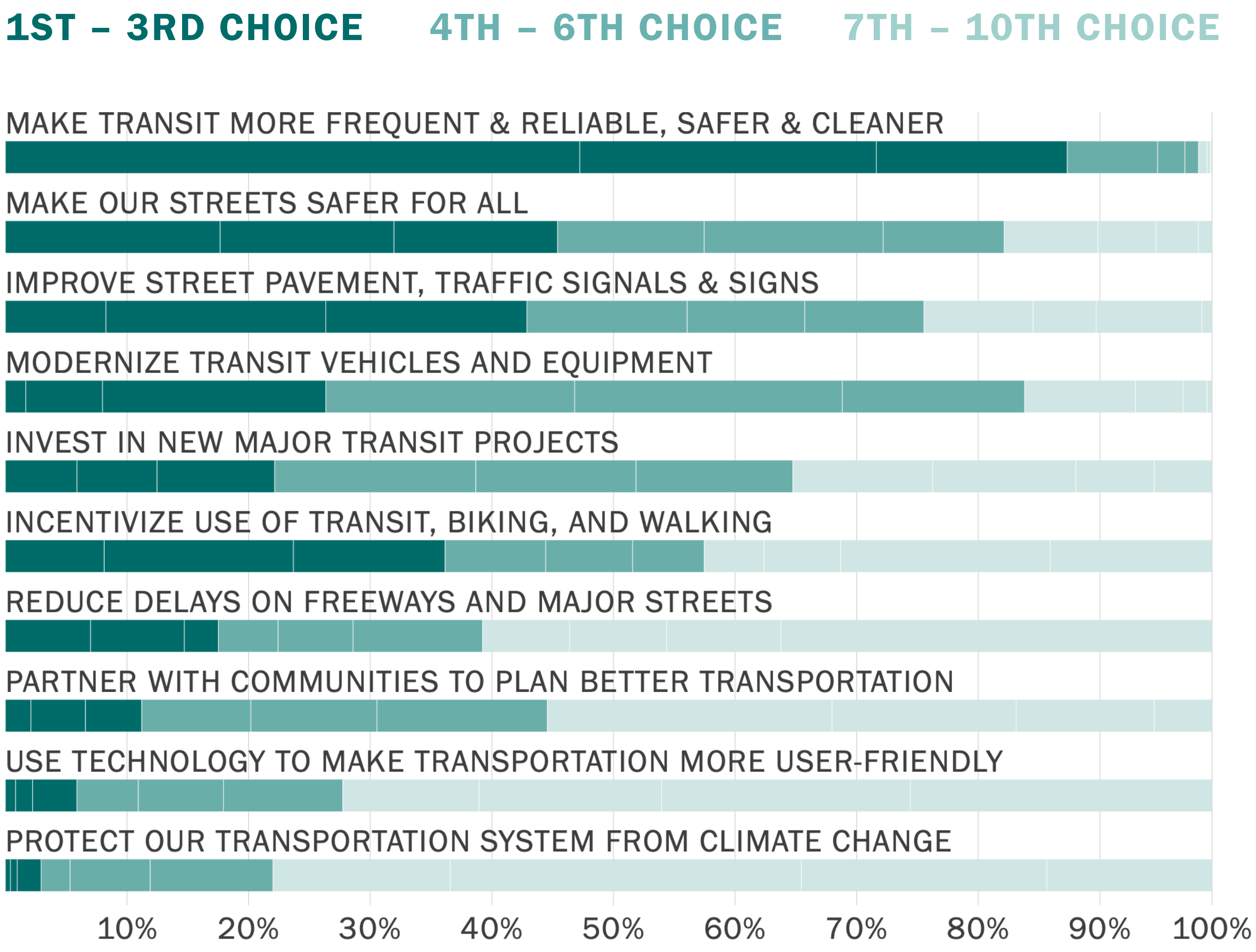
Question 3: Highest Priority with Unlimited Funding



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Spring 2026 Feedback

- Feedback focused on priorities for the Vision Plan
- Preliminary review of results show similar feedback from Round 1
  - Strong support for transit service improvements and expansion
  - Support for traffic calming and multimodal safety projects

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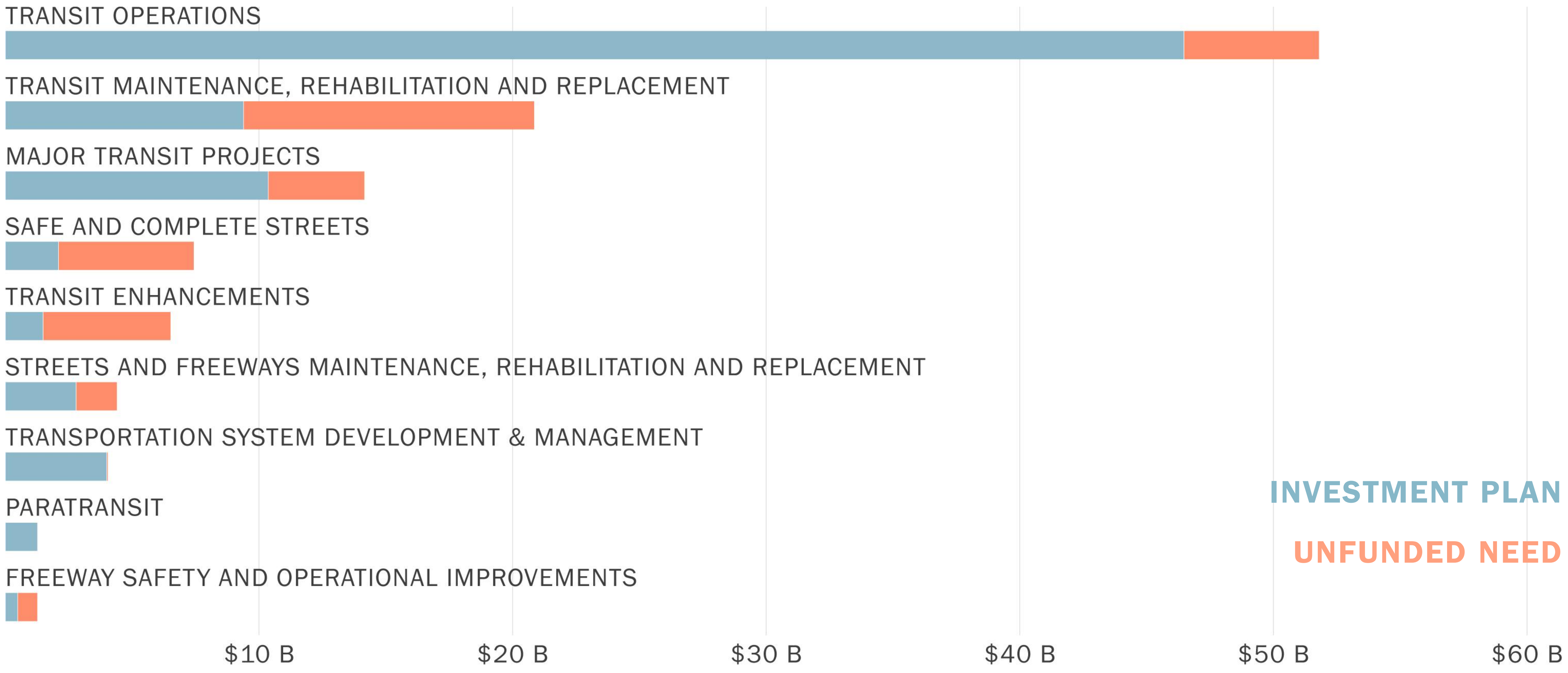
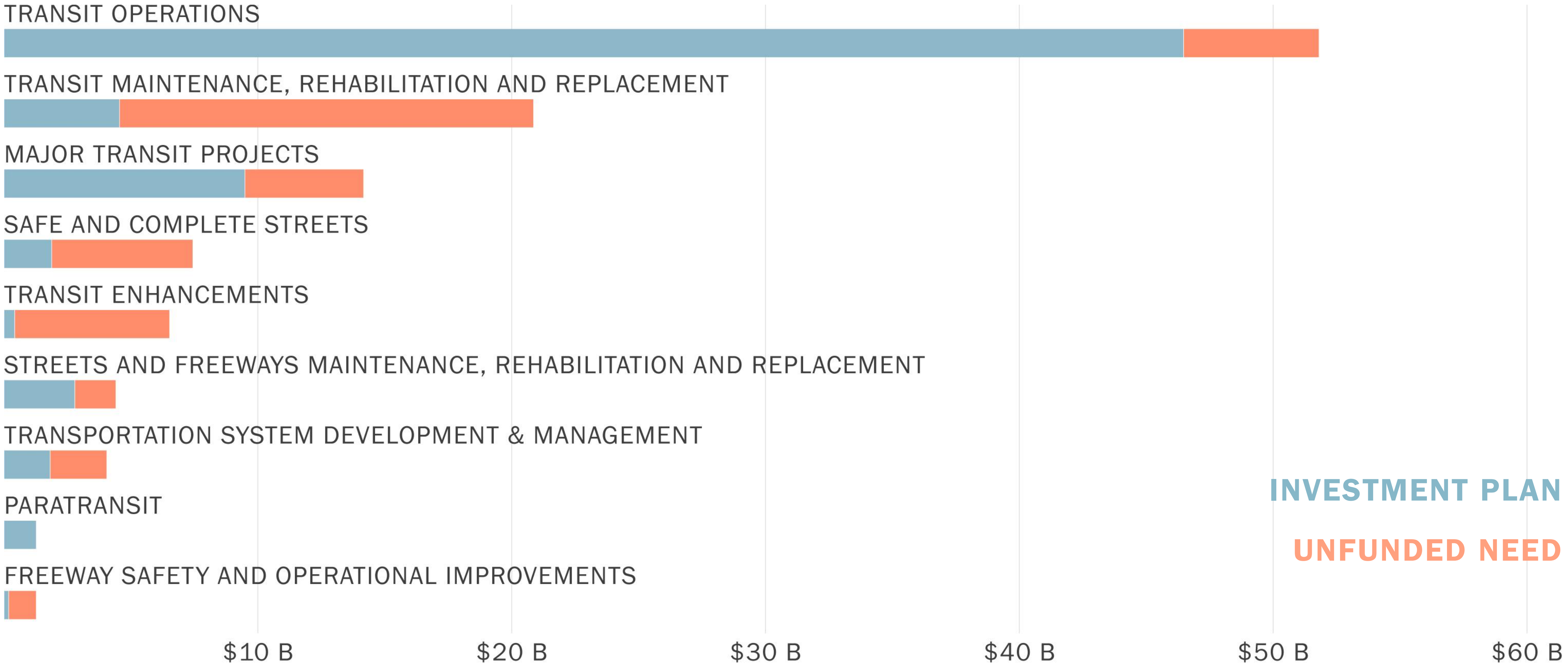
SFTP 2050 Investment Plan – $80 Billion



SFTP 2050+ Illustrative Investment Plan – $69 Billion



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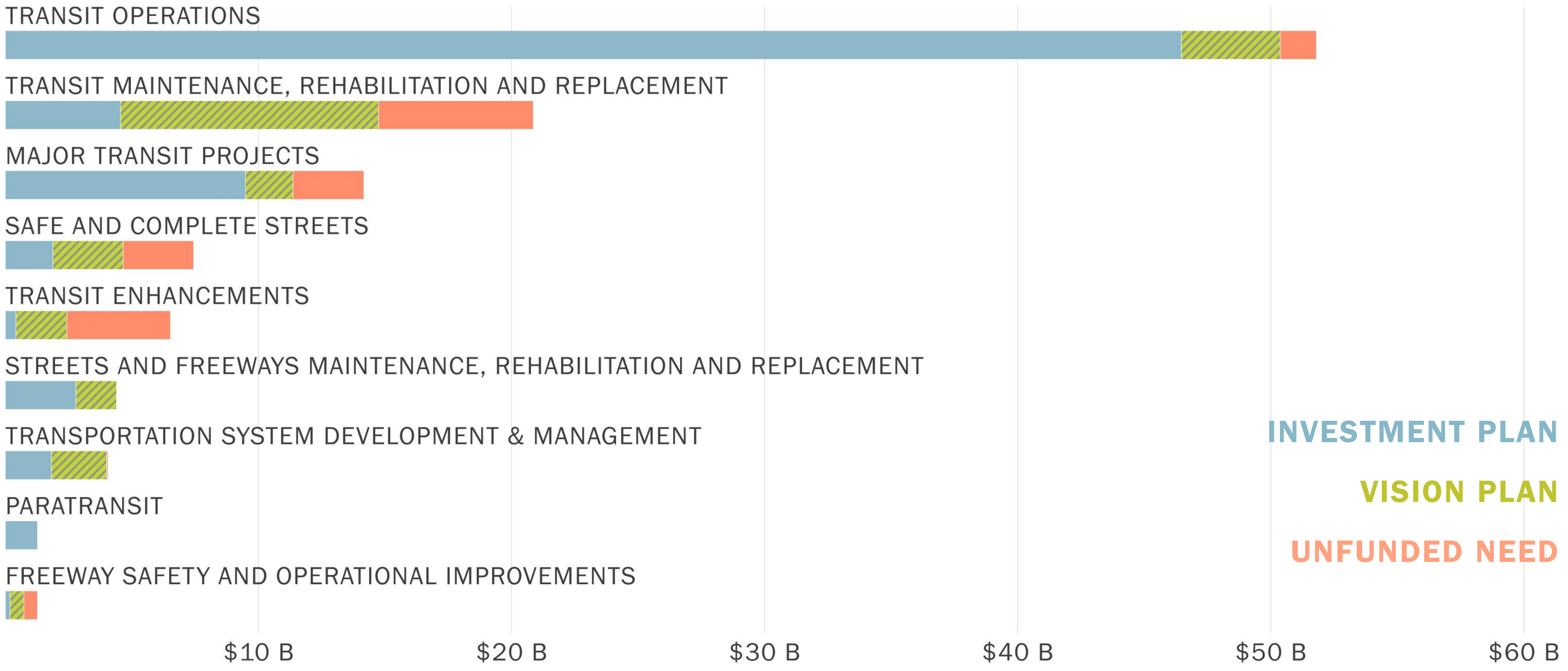
SFTP 2050+ Illustrative Vision Plan – $95 Billion



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Vision Plan Benefits: **Expanded and more reliable transit**

Photo by SFMTA Photography Department

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Vision Plan Benefits: Improved access for equity priority communities

Photo by SFMTA Photography Department

Vision Plan Benefits: Safer streets

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


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Vision Plan Benefits: Progress Toward Goals

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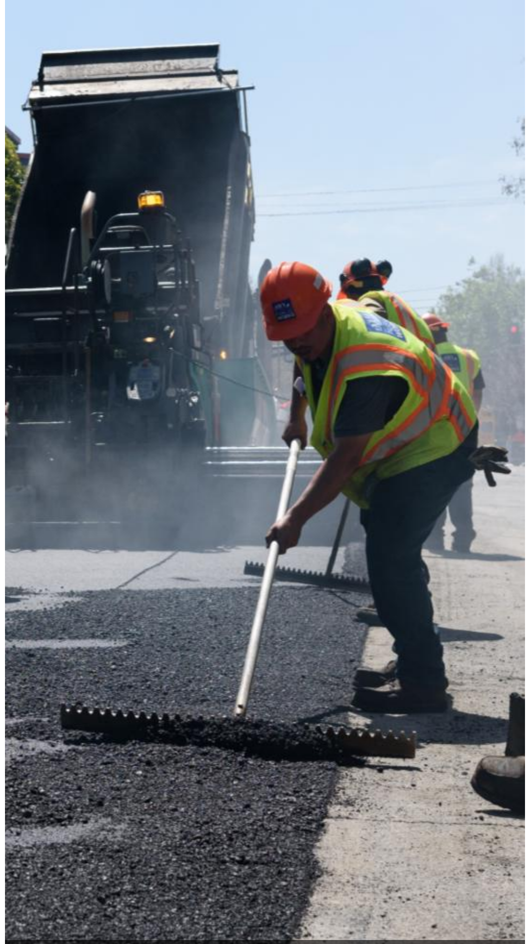
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Next Steps

Summer 2025
Round 1 Outreach

Spring 2026
Round 2 Outreach

Summer 2026
Review and integrate public feedback

Fall 2026
Draft Plan

Fall 2026
Final Plan adoption

Thank You!

sfcta.org/sftp

Email us at sftp@sfcta.org

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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.