



San Francisco Transportation Plan 2050

The San Francisco Transportation Plan 2050 is San Francisco’s citywide transportation policy and investment blueprint for the next 30 years. The plan analyzes all transportation options like transit, walking, driving, and biking to set investment priorities and advance the city’s goal to build an effective, equitable, and sustainable transportation system. The SFTP 2050 also positions San Francisco projects for federal, state, and regional funds.



Photo by Ed Brownson, flic.kr/p/eeWa9v

Timeline

SFTP is scheduled to be complete in winter 2022 - 2023

Learn more

sfcta.org/sftp

Project/study partners

SFTP is part of ConnectSF, a long-range planning process between SFCTA, SFMTA, and the Planning Department

ConnectSF

Contact us

Email Aliza Paz,
Senior Transportation Planner,
at aliza.paz@sfcta.org

Benefits of SFTP 2050

The investment priorities identified in the SFTP help advance transportation projects and programs to make:

- **Smoother streets:** Repave, maintain, and upgrade street pavement, sidewalks, signs, signals, and bike lanes
- **Safer Streets:** Funds 200 miles of pedestrian and bike improvements. Safe Routes to School is also maintained.
- **Less crowding and congestion:** Transit speeds increase about 15%, reducing average commute times about 7 hours per year.
- **More accessible and reliable transit:** Improvements increase jobs access 8% and improve access for Equity Priority Communities farther from Downtown.
- **Cleaner air:** Vehicle miles traveled decline 4% and the transit fleet can be electrified, helping cut greenhouse gases.

See following pages for more detail on plans/programs SFTP 2050 will support.

SFTP 2050 Investment Scenarios

The SFTP has two investment scenarios:

- **Investment plan:** About \$80 billion based on the revenues we can expect to have through 2050
- **Vision plan:** About \$95 billion and assumes potential new revenues in the future.

About 80% of revenues in both scenarios are committed to specific projects, meaning they do not have flexibility for how they are spent. About 20% of revenues are discretionary, which have the most spending flexibility. The discretionary revenue includes the 2022 Transportation Expenditure Plan, which will go before SF voters in November 2022.

Our transportation needs exceed the amount of money that we expect to have available. We still have gaps in being able to fund all of the transportation needs through 2050. New revenue sources will help us close funding gaps and further advance our goals.

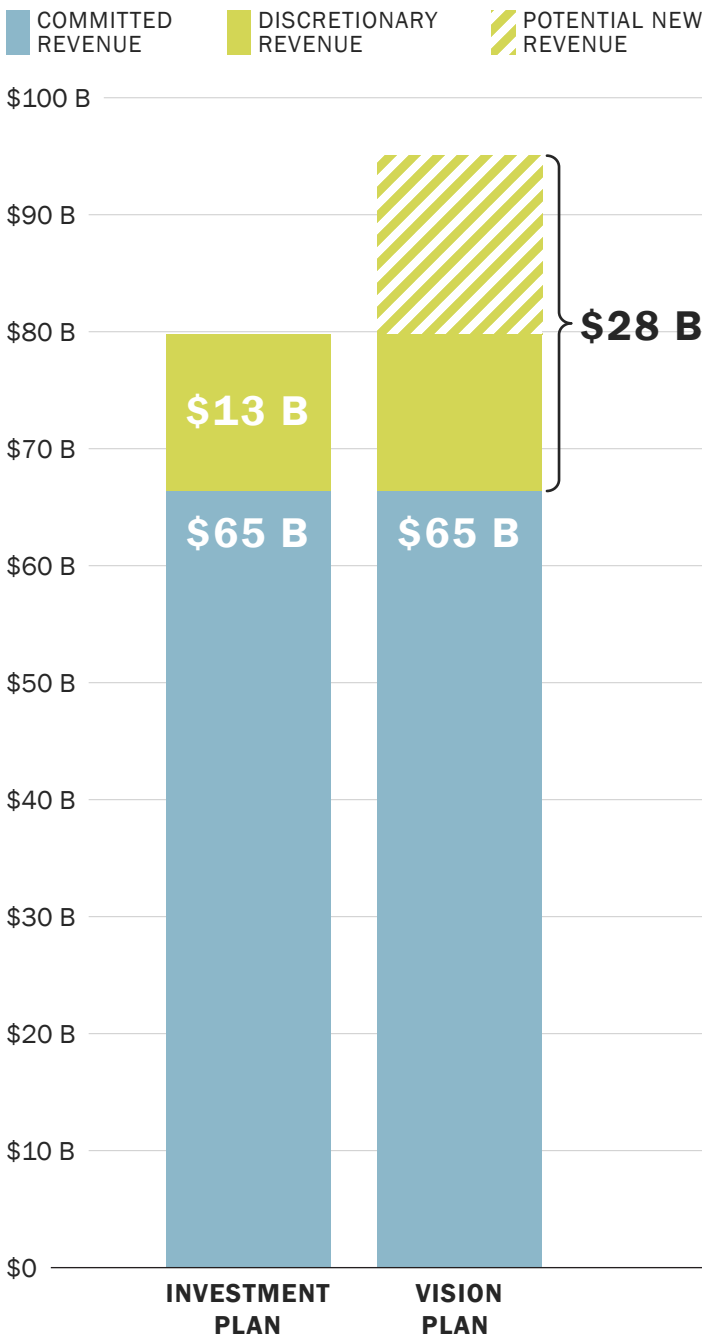


SFTP 2050 Investment Scenarios

The San Francisco Transportation Plan includes two investment scenarios:

- **Investment plan:** About \$80B in expected transportation revenues
- **Vision plan:** About \$95B and accounts for potential new revenue sources

Draft Investment and Vision Plan Revenues, 2020 dollars (in billions)



The SFTP includes many different types of revenue sources and matches the different funds to eligible projects and programs. Most of the revenues are from local sources and are important for leveraging other sources. SFTP revenues are either:

1. Committed funds, which do not have flexibility for how they can be spent. This includes sources like Muni fares and parking revenues. Committed funds make up about 80% of the revenue estimates.
2. Discretionary funds, which have the most flexibility in how they can be spent. This portion of the revenue estimates includes the 2022 Transportation Expenditure Plan, which will go before San Francisco voters in November 2022.

Our transportation needs exceed the amount of money we expect to have in the future. We could put all of our discretionary money towards transit maintenance and still not meet the total need.

SFTP 2050 spreads revenues across many areas based on:

- Known city and regional priorities,
- ConnectSF goals, and
- What we heard during community outreach

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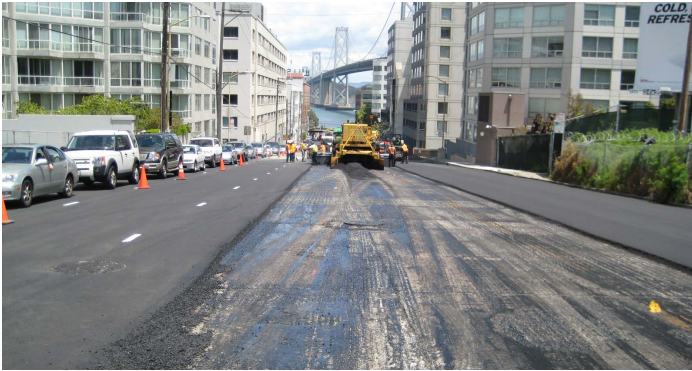
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STREET MAINTENANCE/REPAVING

Keep the overall maintenance of city streets in good condition and prepare for risks of climate change, like flooding and sea level rise.



SAFE ROUTES TO SCHOOL

Maintain and expand the Safe Routes to School program.



STREET SAFETY AND VISION ZERO

Invest in street safety like crosswalks, signal improvements, and sidewalk extensions to reduce collisions and slow vehicle speeds.



VISION ZERO RAMPS

Reduce conflicts between vehicles and people walking and biking at freeway on- and off-ramps.



photo by SFMTA Photography Department

RELIABLE AND EFFICIENT BART AND MUNI

Capital improvements to bring transit priority to the busiest bus lines so they are not stuck in traffic and make it possible to run more regional trains and more frequent and longer Muni trains.



DOWNTOWN RAIL EXTENSION / PENNSYLVANIA AVENUE EXTENSION

Bring Caltrain and future High Speed Rail to the Salesforce Transit Center and reduce conflicts where Caltrain crosses 16th Street.



BAYVIEW CALTRAIN STATION

Restore Caltrain service to the Bayview with a new Caltrain station.



photo by Sergio Ruiz

DEMAND MANAGEMENT

Managed lanes and expanded express bus on portions of the US-101 and I-280 will reduce travel times for high occupancy modes. The Downtown Congestion Pricing Study is paused but may resume as the city continues toward economic recovery.



TREASURE ISLAND TRANSPORTATION PROGRAM

Expanded transit options on Treasure Island including more bus service to SF and the East Bay, electric ferry service, and on-island shuttle. The program includes a toll and affordability program to manage congestion, fund expanded transit, and provide income-based discounts.



photo by SFMTA Photography Department

NEIGHBORHOOD TRANSPORTATION PROGRAM

Community-based planning programs that address local transportation challenges, advance equity, and support changing land uses to create a pipeline of projects throughout the city



photo by SFMTA Photography Department

FREE MUNI FOR YOUTH

Free transit for all riders 18 years or younger

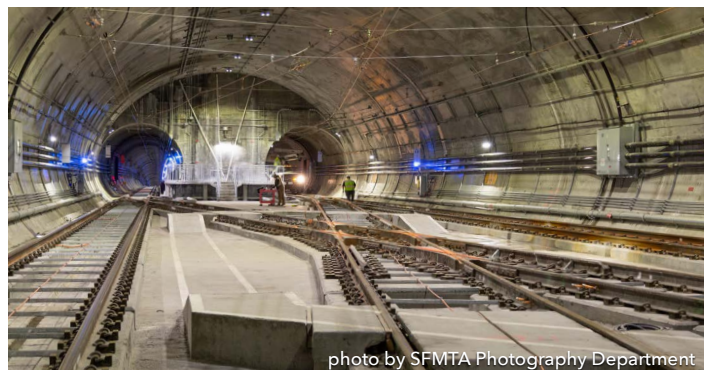


photo by SFMTA Photography Department

NEXT GEN TRANSIT – LINK 21, GEARY 19TH, CENTRAL SUBWAY EXTENSION

Bring new rail to serve San Francisco's busiest places. This includes advancing Geary/19th Rail, a new bay crossing, and extending the Central Subway.