



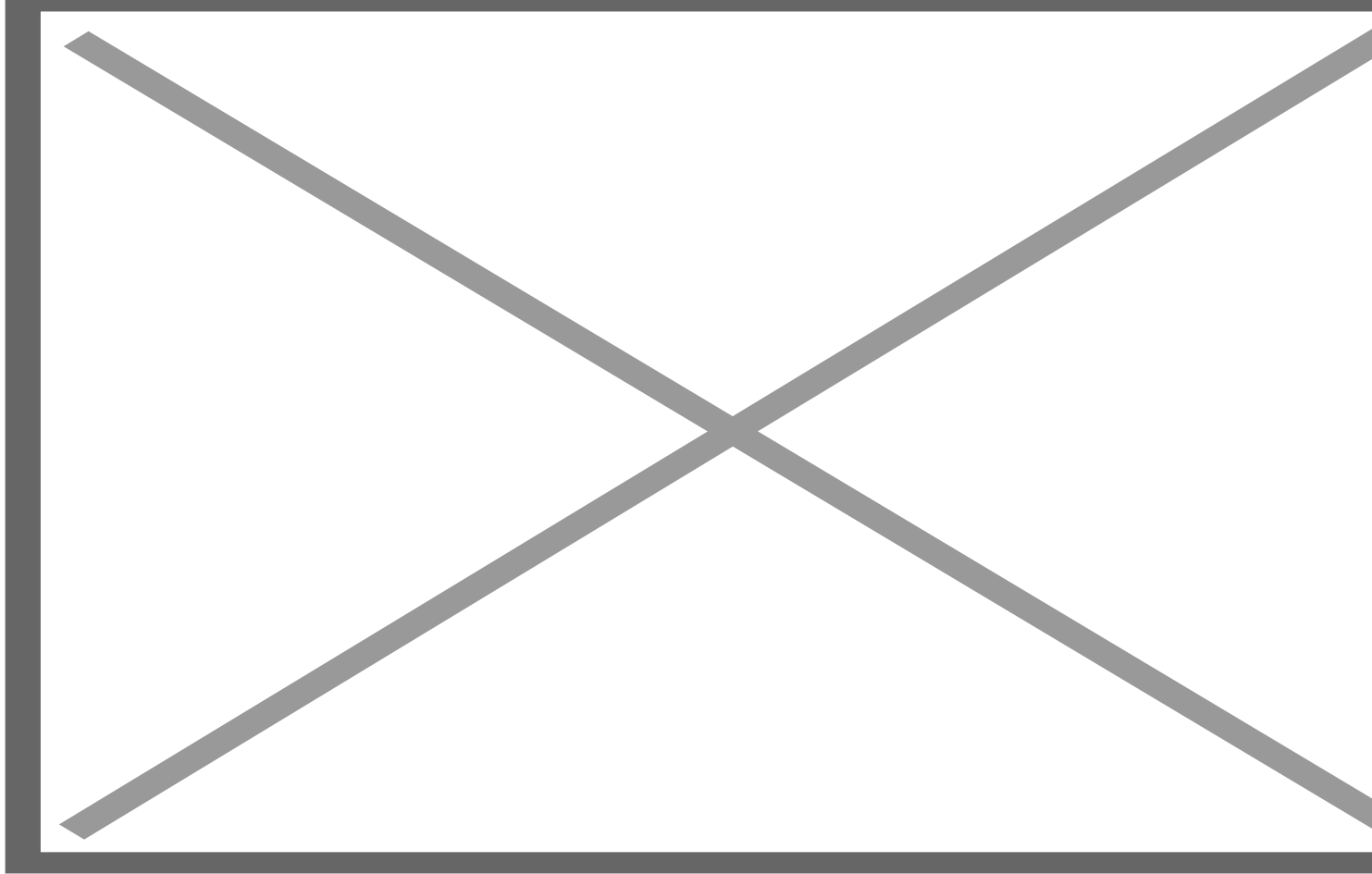
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[Home](#) > 2050 VISION

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## Shaping the Future of MTS

**We don't know what the future holds for transit, but exciting discussions are taking place about how MTS will be a mainstay in San Diego's transportation blueprint for many years.**

Climate Action Plans are being developed and implemented across the region. Reducing air pollution through eco-friendly travel, such as transit, is at the forefront of transportation policy discussions. Our service is a major solution to many of the region's goals for growth.

To help handle that responsibility, there's potential for an MTS sales tax ballot measure that could double our budget and give us the flexibility to upgrade our services. We can be at the

epicenter of an unprecedented movement that rethinks San Diego's transportation future.

What will MTS look like in 2050? More funding will determine the level of our growth over the next 30 years. The first step is asking the public how they want travel to change, and what they want MTS to do with more funding.

We can't predict the future, but we know that San Diego leaders have a vision for transit as a long-term solution to the region's transportation needs for years to come. If the public is receptive to a tax increase, the plan is to ask voters in November 2020 to increase local sales tax for transit improvements. This could generate as much as \$300 million annually for MTS service and advance new transportation options for our riders.

What could these funds be used for? Here are some ideas MTS and regional leaders are looking at:

### **Get Charged Up!**

We already have one of the cleanest fleets in the nation, but what if we set the bar even higher? MTS could significantly expand our fleet of zero-emissions buses which would make it easier to meet regional climate goals and improve air quality.

### **Seeing Purple**

A new Purple Line Trolley from San Ysidro to the New Mission Valley redevelopment site where SDCCU Stadium currently sits.

### **Soaring Skyways**

Planes, trains and skyways? Maybe you've only seen one on a ski lift or up the mountain from Palm Springs, but aerial trams are in San Diego's transportation conversation because of their relatively low cost to build, ability to move lots of people in little time and ability to traverse difficult terrain.

Not only that, but as the region's primary public transportation operator, MTS could be the operator of a new skyway system that could make various connections between downtown San Diego and the airport, or between Sorrento Valley and UC San Diego.

### **Mobility Hubs**

More than just a transit center, mobility hubs consist of major transit stations, high residential and employment centers. All modes, including walking, biking, rapid transit, rail, microtransit, smart parking, scootershare and more, would come together seamlessly.

### **Microtransit**

MTS could begin a new service that fits somewhere between taxis and minibuses. Microtransit service uses technology to match riders making common trips with other riders.

## **Autonomous vehicles**

Driverless buses that could be used for short “shuttle” trips in some contained areas such as the airport shuttle or Sorrento Valley.

## **Frequency Boost**

Substantially increase frequencies throughout the day and on weekends. Bus service would be so frequent that riders wouldn't need to check the schedule. They would only need to go to the bus stop and wait a few minutes for the next bus.

**24/7:** Those late night partiers and riders working long hours would appreciate having the option of taking transit at any time, 24 hours per day, seven days a week.

## **Trolley Yard**

Expand and upgrade the Trolley Yard to accommodate more trains and staff.

## **New Bus Division**

A growing and changing fleet of buses could result in building a world-class bus headquarters.

## ***Rapid* Takeover**

MTS could expand *Rapid* service to more than a dozen other corridors, and offer different types to connect neighborhood cores to employment destinations like UTC, Sorrento Valley, Downtown and Kearny Mesa.

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