

Andrew Keatts

From: Mark Fabiani <mdf@markfabiani.com>
Sent: Friday, May 2, 2014 11:19 AM
To: Karen Landers
Subject: Re: MTS Bus Yard in East Village

Thanks, Karen. It's great to hear from you. As you may have heard, our discussions with the City are only in the very earliest of stages. I will be sure to keep you up to date if the discussions move forward in a way that might impact you. As always, please do not hesitate to contact me if you have any questions. Best, Mark.

On May 2, 2014, at 11:08 AM, Karen Landers <karen.landlers@sdmts.com> wrote:

Mark,

I'm assuming that this is an error on the UT's part (they have made it in several previous articles despite our gentle reminders/corrections), but I just wanted to check in and make sure that MTS is a part of any discussions once you get serious about a stadium proposal.

<http://www.utsandiego.com/news/2014/may/01/chargers-stadium-fabiani-proposal/>

"Mark Fabiani, the team's special counsel and spokesman on the stadium issue, said ongoing discussions with Mayor Kevin Faulconer and his staff surround tying the current stadium and sports arena sites in with city and county owned land in the East Village.

The other properties being discussed are the city-owned Wonder Bread building property off L Street adjacent to Tailgate Park, **an MTS bus yard owned by the county**, and the city's sports arena, known as Valley View Casino Center."

The MTS bus yard at 100 16th Street (Imperial Avenue Division or IAD) is wholly owned by MTS. MTS is a separate public agency created by statute. We are not a division of either the City of San Diego or the County. Our 15 member board is made up of 1 appointed public member, 4 members of the San Diego city council, 1 County supervisor, and 1 city council member from the remaining 9 cities within our jurisdiction (Poway, El Cajon, La Mesa, Santee, Lemon Grove, Chula Vista, National City, Imperial Beach and Coronado). As publicly owned property currently serving a public purpose, this site is not subject to acquisition by eminent domain. Therefore, the site can be used for a stadium project only after negotiations with MTS and the consent of MTS's board. Any project plan or proposal must not compromise or interrupt MTS's ability to provide public transit services in the region, and must make MTS whole for any relocation costs and increased operating costs.

As we discussed a year or two ago, moving the IAD bus operations center to a new location is a formidable task. IAD is strategically sited in relation to MTS's other bus operations divisions in Kearny Mesa, El Cajon and Chula Vista. To replace IAD, MTS requires a 10 acre site within a small radius of the current location. Otherwise, MTS annual operating costs will go up significantly. A study conducted for MTS in 2010 considered the following requirements:

- Access to uncongested freeways
- Ample street parking for employees
- IAD ideally located near heaviest travelled corridors

- 41% of pulls are to / from the downtown area
- 89,000 annual bus pulls (ingress / egress)
- Additional car reliefs, supervisors, maintenance response, stand-by buses, etc.
- Every added 5 minutes of travel time from IAD adds \$800,000 to \$900,000 annually

At that time, only one feasible location was identified, east of the MTS rail yard. However, in 2011, the City of San Diego transferred title to the only city-owned parcel in the proposed relocation site to the County Office of Education for the construction of the Monarch School. The Monarch School site is in the center of the proposed relocation site and it is not likely that a proper facility could be built around that parcel. Therefore, there are currently no known sites that would be appropriate for relocation of the IAD facility. In 2010, the estimated costs for replacement land were \$50 million and the estimated cost for construction of a new facility was \$75-\$100 million. We have not evaluated what the currently costs would be.

Therefore, as soon as an East Village stadium site is truly a focus of the Chargers organization, we encourage the Chargers to work with MTS to begin studying relocation possibilities. It may be in the Chargers' best interest to purchase property (upon approval of MTS that it *might* be feasible for a relocated facility) to hold in the event the East Village plan moves forward.

Please feel free to contact me as your endeavors move forward. We would like to be kept up to date as much as possible.

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