

Andrew Keatts

From: MDF <mdf@markfabiani.com>
Sent: Friday, January 30, 2015 4:38 PM
To: Karen Landers
Cc: Mark Fabiani (mdf@san.rr.com)
Subject: Re: MTS Bus Property

Will do the same here

Sent from my iPad

On Jan 31, 2015, at 1:34 AM, Karen Landers <karen.landiers@sdmts.com> wrote:

Mark,

Thanks for the reply. I'll keep you posted if there are any developments on the MTS-side.

Karen Landers
General Counsel
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Direct: (619) 557-4512

From: MDF [<mailto:mdf@markfabiani.com>]
Sent: Friday, January 30, 2015 2:23 PM
To: Karen Landers
Cc: Mark Fabiani (mdf@san.rr.com)
Subject: Re: MTS Bus Property

Karen, it's great to hear from you. Thanks for reaching out. Unfortunately we have had no role whatsoever either in the formation of the task force, or in the assignment of its duties. The Mayor's office has been in complete charge of this effort. We, like you, are interested bystanders at this point. But if there is anything we can do to provide you with information that we do control, please do not hesitate to let me know. Best wishes, Mark Fabiani.

Sent from my iPad

On Jan 31, 2015, at 12:07 AM, Karen Landers <karen.landiers@sdmts.com> wrote:

Mark,

Hope you are doing well. I am just checking with you and wondering if you have time to either talk via phone or schedule a meeting to discuss your understanding of how the upcoming Mayor's task force will work and how the group and the team will be evaluating the various sites.

I don't want to interfere with or complicate any of the current efforts, but would like to stay on top of the issues and make sure everyone is aware of MTS's needs if East Village is the chosen location. I assume that the most important job of the task force will be to

develop a viable financing plan, but I also recognize that each site has its unique contributions to particular financing paths. I am assuming that if recommendations are in favor of combining the stadium project and financing with a convention center expansion, then East Village is likely the only feasible location.

As we had discussed previously, even though MTS owns approximately 8 acres of the proposed East Village site, MTS has not been involved in any recent discussions about the project. MTS operates its main bus division out of our 100 16th Street location (Imperial Avenue Division or IAD). In a 2009 study, it was very difficult to identify a site within a maximum geographic diameter that would not substantially increase MTS's operating costs (because of additional mileage required for buses to travel before reaching the beginning point of their route). One of the only viable sites identified was to assemble approximately 10 acres close to our existing rail yard, a few blocks southwest of IAD. Unfortunately, the City transferred the parcel in the middle of that proposed relocation site to the Monarch school, which has now renovated the building and operates a school for homeless youth at that location.

Currently, various parcels near our rail yard are on the market (or soon to be) and could potentially be used for replacement facilities (although less ideal than the previous proposed site, it appears to be one of our only options if an East Village stadium project moves forward). MTS has no need for these properties unless required for a relocation of IAD caused by a stadium project. We also don't currently have any funds set aside to purchase property to hold as a contingency for the stadium project. I am concerned that if these sites are bought by others and new projects are constructed on them, the ability of MTS to accommodate a stadium project by relocating IAD may be significantly impaired. Ideally, if the Chargers/JMI/et al want to keep the East Village site as an alternative, it would be great (and calm my worries about how and where IAD could relocate) if those entities bought some of the properties coming up for sale to hold for a relocation site and/or future development. If your parties were at all interested in this path, we'd probably need to do a quick study and identify what properties might work.

Regardless, it would be really helpful if we could talk and agree on some plan to stay in touch and in the loop.

I am also aware of some concerns our trolley personnel have about our ability to serve the additional special event crowds that might be generated by an East Village stadium (which wouldn't have the same parking availability). However, I know some of those issues would be addressed in the CEQA process and could hopefully be mitigated for (though there is some question of if we would ever have enough trolley capacity to serve 50%+ of the attendees – we'd have to model it).

As you can see, I have lots of questions and concerns. I thought it was best at this point to reach out to you directly (& privately), as opposed to trying to contact any of the task force members that were introduced today. If you think MTS should approach these concerns in a different way, I would love to discuss it with you.

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