

MEETING OF THE BOARD OF DIRECTORS FOR THE  
METROPOLITAN TRANSIT SYSTEM (MTS)

1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101

June 20, 2013

MINUTES

**BOARD MEETING**

Bill Burke, Director of Security and Chief of Police introduced Bob Nowland of the U.S. Department of Homeland Security, Transportation Security Administration. Mr. Nowland presented MTS with the Gold Standard Award for achieving the highest standard of excellence in security pursuant to the Baseline Assessment for Security Enhancement (BASE) Program 2012.

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:00 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Minto moved to approve the minutes of the May 16, 2013, MTS Board of Directors meeting. Ms. Bragg seconded the motion, and the vote was 12 to 0 in favor with Meses. Emerald, Zapf and Mr. Alvarez absent.

3. Public Comments

Warren Lambert – Mr. Lambert advised the MTS Board that he has taken action against MTS, MTS Access, First Transit and an executive he had to deal with individually at MTS. He believes that the paratransit community has been abused and accused MTS of bigotry. He discussed his grievances with MTS.

John L. Wood – Mr. Wood stated that the crossing gates at the depot went down 9 seconds after the trolley stops and he believes it is too fast. He asked when the depot improvements would be completed and when the arrival announcement sign would be installed. He discussed driving behind the 1909 bus and the diesel motor was emitting heavy smoke and particulates.

Miguel Aguirre – Mr. Aguirre manages the McDonald's building at the San Ysidro border crossing. He provided a handout which included a map and information regarding the MTS San Ysidro Intermodal Transit Center. He stated he does not agree with many of the changes and he has been given the run around. He explained differing plans and competition with private owners. He requested that MTS provide a copy of the plan so that a response can be drafted and a follow up meeting with MTS and Brice House so the community can have an opportunity to respond.

## CONSENT ITEMS

6. Credit Agreement Resolution

Action would approve Resolution No. 13-16 authorizing the Chief Executive Officer (CEO) to execute an amendment(s) to the contract with JP Morgan Chase Bank N.A. (MTS Doc. No. G1413.0-12) and any other ancillary documents necessary to complete the transaction. The amendment would allow MTS to borrow up to \$40 million on its credit line.

7. Fiscal Year 2014 Transportation Development Act Claims

Action would adopt Resolution Nos. 13-13, 13-14, and 13-15 approving fiscal year (FY) 2014 Transportation Development Act (TDA) Article 4.0, 4.5, and 8.0 claims.

8. Investment Report - April 2013

Action would receive a report for information.

9. Orange/Green Lines Fiber-Optics Cable Project - Funds Transfer

Action would approve an amendment to Addendum No. 17 Project Scope of Work No. 11 authorizing the purchase of labor, materials, and supplies to install additional fiber-optic cables between the Grossmont Summit and Arnele Avenue Station on the MTS Trolley's Green Line.

10. Closed-Circuit Television (CCTV) System Project Amendment

Action would approve an amendment to Addendum 17 Project Scope of Work (MTS Doc. No. G0930.17-04.21.1) for the installation of additional CCTV cameras at Orange Line stations.

11. Work Order for Orange Line Print Verification Project

Action would authorize the CEO to execute an amendment to Work Order No. 13.01, Task Order 1 of MTS Doc. No. G1494.0-13.01.1 (general engineering contract with Pacific Railway Enterprises, Inc.) for additional services necessary to complete the updating of the existing signal drawings and for the installation of event recorders at crossings and interlockings on the Orange Line.

12. Federal Communications Commission-Mandated 800 MHz Band Reconfiguration - Consulting Services

Action would: (1) ratify MTS Doc. No. G1546.0-13 dated June 10, 2013, with Ross & Baruzzini for consulting services related to the Federal Communications Commission- (FCC)-mandated 800 MHz Band Reconfiguration, which was previously executed pursuant to the CEO's authority; and (2) authorize the CEO to execute MTS Doc. No. G1546.1-13 for the balance of funding for proposed consulting services detailed in Ross & Baruzzini's proposal.

13. Mills Building Improvement Project 2013

Action would authorize the CEO to authorize the San Diego Regional Building Authority (SDRBA), acting through its Mills Building Property Manager (Colliers International), to act as general contractor for the renovation of the 9th floor pursuant to an amendment to the Mills

Building Property Management Agreement (MTS Doc. No. G1233.1-09).

14. Taxicab Maximum Allowable City and Airport Rates of Fare - Stabilization of Rates for 2013

Action would approve Resolution No. 13-17 stabilizing the maximum allowable City of San Diego and airport rates of fare for the year 2013 at current rates.

Action on Consent Item 6 through 14

Mr. McClellan moved to approve Consent Items 6 through 14. Ms. Rios seconded the motion, and the vote was 13 to 0 in favor with Ms. Emerald and Mr. Alvarez absent.

**The Board convened to Closed Session at 9:21 a.m.**

CLOSED SESSION

24. a. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a): Margot Clines vs. MTS (San Diego Superior Court Case No. 37-2013-00031879-CU-PO-CTL)
- b. b. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL Existing Litigation Pursuant to California Government Code Section 54956.9(a): Rodney Maxwell v. Metropolitan Transit System et al. (SDSC Case No. 37-2012-00101898-CU-PA-CTL; MTS Claim No. TS-27411)
- c. CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8  
Property: 1603 Main Street, San Diego, California (Assessor Parcel No. 538-210-25)  
Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets  
Negotiating Parties: Helf Investments, L.P.  
Under Negotiation: Price and Terms of Payment

**The Board reconvened to Open Session at 9:59 a.m.**

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board approved a settlement in the amount of \$32K with a vote of 14-0 in favor with Councilman Alvarez absent.
- b. The Board received a report and gave instructions to legal counsel.
- c. The Board received a report and gave instructions to negotiators.

NOTICED PUBLIC HEARINGS

25. None

## DISCUSSION ITEMS

### 30. Language Assistance Plan

Denis Desmond, Sr. Transportation Planner gave a presentation on the Language Assistance Plan ("LAP") and provided a four factor analysis and a chart on LEP speakers by language in MTS jurisdiction. He discussed the five components as required by law, current LEP outreach measures, potential future measures and provided a staff recommendation.

Mr. Ewin inquired about the different Chinese languages and the decision making process on how the specific language is chosen. Mr. Desmond advised the information is provided by the Census Bureau and they provide the specific categories.

Ms. Emerald stated there is software the City's website utilizes that will translate the website information into 60 different languages and asked if MTS has considered implementing this plug in. Mr. Desmond responded it is a Google plug in, but the FTA requires the language translations to be professionally translated, but this is something MTS is considering and working on at present time for possible future use.

Ms. Salas advised she was surprised by certain demographic sizes presented in the LEP speakers by language in the MTS jurisdiction chart. She said there are differences in census information. Mr. Desmond advised that there are two different pools of people and these pools distinguish between the language primarily spoken at home and English language proficiency. Ms. Salas asked if MTS includes this in their plan and Mr. Desmond responded that MTS does as they wish to outreach to both pools of people.

#### Action Taken

Ms. Emerald moved to approve the draft Language Assistance Plan as submitted to the Federal Transit Administration (FTA) as part of the Title VI Triennial Program Update. Mr. McClellan seconded the motion, and the vote was 14 to 0 in favor with Mr. Alvarez absent.

### 31. Title VI and Environmental Justice Policy No. 42 Updates

Mr. Desmond provided a presentation and discussed Title VI/environmental justice, the Policy 42 update and the three policies required by the FTA prompting the update including major service change, disparate impact and disproportionate burden. He provided an example of the 10% threshold for disparate impacts, discussed the outreach program, standards and provided a staff recommendation.

Mr. Mathis commented that there had been previous discussion that the 10% threshold was too low and after evaluation they found it was acceptable.

Mr. Gastil asked if there had been any surveys taken regarding transit stops at various locations and it is a concern there may be a disparity in quality of the vehicles at certain transit stops. Mr. Desmond responded there has been an internal survey regarding the top 100 stops and the auditors ride different routes in different areas of town looking at amenities and deficiencies which would show up in the Title VI report should such deficiencies exist. Sharon Cooney, Chief of Staff confirmed that this information is included in the Title VI update.

Action Taken

Mr. Ewin moved to approve the proposed Policy No. 42 amendments, including the Title VI policies and service standards. Mr. McClellan seconded the motion, and the vote was 13 to 0 in favor with Ms. Salas and Mr. Alvarez absent.

REPORT ITEMS

48. Pacific Imperial Railroad (PIR) Desert Line Agreement - Status Update (TAKEN OUT OF ORDER)

Karen Landers, General Counsel provided a status update on the Pacific Imperial Railroad ("PIR") Desert Line Agreement. She discussed the SD&AE property and provided a picture of the Goat Canyon Trestle looking south. She discussed the amended and restated Desert Line operating agreement, agreement terms, milestones achieved, work in progress and upcoming milestones.

Action Taken

Mr. McClellan moved to receive a report for information. Mr. Ovrom seconded the motion, and the vote was 13 to 0 in favor with Ms. Salas and Mr. Alvarez absent.

45. Virginia Avenue Intermodal Transportation Center

Ms. Cooney discussed the San Ysidro Land Port of Entry Reconfiguration. She provided maps and discussed the funding identified and the aggressive timeline for a new center at Virginia Avenue.

Mr. Alvarez asked if MTS is going to be part of the Memorandum of Understanding (MOU). Ms. Cooney responded the MOU will be put in place so the General Services Administration (GSA) has the right to build on the property that is owned by the City and it also allows the transfer of the funds from the FHWA and Caltrans to the project. MTS does not have any part in either of these transfers. Mr. Alvarez asked if this MOU is for the actual operations of the facility. Ms. Cooney stated what the MOU will identify, that it will not identify the operator, and that the City of San Diego will take possession of the property once construction is complete. Mr. Alvarez asked if there is interest from the City or MTS in designating this facility to MTS and if this would be something that could be worked out in the future as the region wishes to see buses in the region as there will be a lot of pedestrians entering and leaving the country so he would think there would be a substantial MTS customer base at the facility. Ms. Cooney stated it is being designed for MTS use, or MTS could drop off and pick up at the intersection as an alternative. One of the things MTS uses to fund its operations on the East side of San Ysidro Blvd. are the funds MTS receives from private carriers using MTS's property which has offset the cost of implementing security and providing cleaning services, but the City is not interested in allowing MTS to charge people to use the facility so without any provision such as this someone else would have to provide MTS with the funding to do such. Mr. Alvarez asked with regard to buses going in and out of the loop if MTS could stop at the location of Camino del Plaza which is not an ideal location, and if the buses will be able to enter the loop itself. Ms. Cooney stated MTS is allowed to enter any City right of way and use it for transit purposes so MTS could still use the facility or MTS could determine due to operational needs it is in MTS's best interest to stay out of the congestion that can be caused by all of the uses Virginia Avenue provides. It has not been designed yet so MTS will need to evaluate this need at a later date. Mr. Alvarez asked if it

needs to be designed with MTS in mind. Ms. Cooney agreed and stated that is why MTS is at the discussion table and there is a provision in the MOU that they will consult with MTS with regard to the design. Mr. Alvarez expressed his concerns over the project and was in hopes an agreement could be reached, but at the minimum there should be MTS accessibility as part of the discussion.

Action Taken

Mr. Alvarez moved to receive a report on regional efforts to establish an intermodal transportation center at a new pedestrian international border crossing to be located at Virginia Avenue and provide comments and direction. Mr. Gloria seconded the motion, and the vote was 13 to 0 in favor with Ms. Salas and Mr. McClellan absent.

46. Operations Budget Status Report for April 2013

Mike Thompson Finance Manager provided a fiscal year 2013 – April 2013 financial review including a combined MTS transit operators comparison to budget, total operating revenue less expenses and on-going concerns.

Action Taken

Ms. Emerald moved to receive the MTS operations budget status report for April 2013. Mr. Minto seconded the motion, and the vote was 13 to 0 in favor with Ms. Salas and Mr. McClellan absent.

47. Zero Emission Bus Requirements

Ms. Cooney provided a presentation on the Zero Emission Bus (ZEB) Program including the Zero Emission Bus regulation, challenges of implementation, and the California Air Resources Board (CARB).

Mr. Alvarez asked how many vehicles are purchased on an annual basis. Ms. Cooney advised it is in our Capital Improvement Program to purchase 50 a year. Mr. Alvarez asked if ZEB vehicles are available for purchase. Ms. Cooney advised they are not affordable at this time. Mr. Jablonski explained the mark up on these vehicles is approximately \$400K more than CNG vehicles. These vehicles require docking stations to charge and vehicle cost is approximately \$900K with the docking station costing approximately \$500K. The battery has not proven to have the range for transit utilization including power supply for amenities such as air conditioning. The lifespan is predicated on battery power with approximately 3 battery replacements over the lifetime of the bus which would cost approximately \$100K.

Mr. Alvarez inquired about the cost of Hydrogen buses. Mr. Jablonski responded hydrogen buses are close to \$2Million. Mr. Roberts stated the weight of the buses presents a problem as it violates the state laws as they are extremely heavy and the technology is not ready for current use, but there are current grants in process and a lot of interesting technology being developed at present time, but the reality is there are still too many limitations. Mr. Jablonski stated a number of years ago the choice was to stay on a diesel path or switch to an alternative fuel path. San Diego, unlike other regions in California, chose the alternative fuel path, but not without impact and an increase in cost. MTS chose CNG at a premium and had to implement CNG facilities with implementation approximately 80% complete. MTS is trying to stay on the path to get through its current commitment to CNG implementation as MTS made substantial

investment to move to CNG.

Ms. Emerald asked realistically how long MTS will utilize CNG technology before having to make adjustments to ZEB. Mr. Jablonski said MTS has to reach CARB standards every year and reports on a regular basis to reduce emissions through changes to the engine, etc. Mr. Roberts said programs will be phased in and it should not prevent us from using current buses and the playing field is changing dramatically, but he does not see rules dramatically changing MTS's requirements.

Action Taken

Mr. Ewin moved to receive a report for information. Ms. Zapf seconded the motion, and the vote was 13 to 0 in favor with Messrs. Roberts and Cunningham absent.

60. Chairman's Report

Mr. Mathis reported he, Mr. Jablonski and Wayne Terry, Chief Operating Officer of Rail had attended the LOSSAN meeting in Los Angeles on June 19, 2013. The focus of the meeting was the managing agency proposals and advised Mr. Jablonski's presentation was on point.

61. Audit Oversight Committee (AOC) Chairman's Report

Mr. Ewin advised the Audit Oversight Committee met Thursday, June 13<sup>th</sup>, 2013 and that the committee reviewed and discussed the Audit Engagement Letter, Interim Audit schedule and received an update from the internal auditor on future plans and results from the prior year and the RFP for auditing services. He stated he will report back to the Board as this process is finalized.

62. Chief Executive Officer's Report

(a) LOSSAN Managing Agency Proposals. Mr. Jablonski discussed the three agencies presenting to LOSSAN and their proposals to become the Managing Agency of LOSSAN. MTS put together the proposal in house which demonstrates the capability of MTS to be Managing Agency. He advised other transit agencies in the area hired outside consultants to assemble their LOSSAN proposal. (b) CHP Inspections. He stated that MTS is periodically inspected by CHP who takes a random group of buses and writes up inspections. MTS's Kearny Mesa facility was inspected the prior week and the CHP did not find any infractions. (c) Dump the Pump Day. MTS's Dump the Pump day was receiving extensive media coverage as there was media at four stations and a booth set up at Old Town to try and engage transit and potential transit customers.

63. Board Member Communications

There were no Board member communications.

64. Additional Public Comments on Items Not on the Agenda

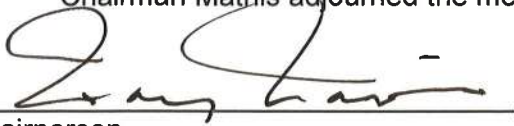
There were not additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is July 18, 2013.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:16 a.m.




Chairperson  
San Diego Metropolitan Transit System

Filed by:



Office of the Clerk of the Board  
San Diego Metropolitan Transit System

Approved as to form:



Office of the General Counsel  
San Diego Metropolitan Transit System

- Attachments:
1. Roll Call Sheet
  2. Transportation Security Administration Gold Standard Award
  3. MTS Letter to Warren Lambert
  4. Handout regarding map and information of San Ysidro Intermodal Transit Center
  5. Letter from Miguel Aguirre to Councilmember Alvarez re: 2003 San Ysidro SYITC & 2012-13 MTS-SYPS Opposition to second SYPS proposal to re-design Inter-City Terminal SYPS Plan presented June 11, 2013 at San Ysidro Border Transportation Council

METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS  
ROLL CALL

MEETING OF (DATE): June 20, 2013

CALL TO ORDER (TIME): 9:00 a.m.

RECESS: N/A.

RECONVENE: N/A

CLOSED SESSION: 9:21 a.m.

RECONVENE: 9:59 a.m.

PUBLIC HEARING: N/A

RECONVENE: N/A

ORDINANCES ADOPTED: 42 (Revised)

ADJOURN: 11:16 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	10:46 a.m.	11:16 a.m.
BRAGG	<input checked="" type="checkbox"/> (Bilbray) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
CUNNINGHAM	<input type="checkbox"/> (Mullin) <input checked="" type="checkbox"/>	9:00 a.m.	11:16 a.m.
EMERALD	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:28 a.m.	11:16 a.m.
EWIN	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
GASTIL	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
GLORIA	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
MATHIS	<input checked="" type="checkbox"/>	9:00 a.m.	11:16 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Ambrose) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
MINTO	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:02 a.m.	11:16 a.m.
SALAS	<input checked="" type="checkbox"/> (Ramirez) <input type="checkbox"/>	9:03 a.m.	10:13 a.m.
ZAPF	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:05 a.m.	11:16 a.m.

SIGNED BY THE CLERK OF THE BOARD: 

CONFIRMED BY THE GENERAL COUNSEL: 



**Transportation Security  
Administration**

*Gold Standard Award*

Presented to

**San Diego Metropolitan Transit System  
(MTS)**

For Achieving the Highest Standard of Excellence in Security

**BASELINE ASSESSMENT FOR SECURITY ENHANCEMENT (BASE) PROGRAM  
2012**

1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
(619) 231-1466 • FAX (619) 234-3407



June 19, 2013

Warren Lambert  
(via email: [Lambertwar@gmail.com](mailto:Lambertwar@gmail.com))

Re: MTS Access Service to Scripps Green Hospital (10666 N. Torrey Pines Road)

Dear Mr. Lambert,

San Diego Metropolitan Transit System (MTS) has received your emails expressing your displeasure with the fact that MTS Access does not provide a direct trip to Scripps Green Hospital on Torrey Pines Road. While I understand your unhappiness that this trip cannot be made without a transfer, the MTS Access trip/route currently provided is compliant with federal regulations for Americans with Disabilities Act (ADA) Paratransit service.

Federal law requires that MTS provide paratransit service that is "comparable" to MTS's fixed route service. (49 CFR § 37.121.) Federal regulations define "comparable" to require that MTS provide paratransit service to all locations that are within  $\frac{3}{4}$  mile from a fixed route stop. (49 CFR § 37.131.) In addition, the time for travel on paratransit service should also be comparable to the time it takes to travel on a fixed route trip. MTS's fixed route service is concentrated in the areas where demand is highest: urban areas near downtown San Diego, the south bay cities, and the east county corridor to Santee. Service is limited in the north county areas of MTS's jurisdiction. MTS does not currently have any fixed route stops within  $\frac{3}{4}$  mile of the Scripps Green hospital complex. In addition, the boundary between MTS and North County Transit District (NCTD) jurisdictions along the coast is the San Diego/Del Mar border. NCTD has similar obligations under the ADA Paratransit rules. Because NCTD does have a fixed route bus that stops near Scripps Green hospital, this is a San Diego County destination that can be reached using paratransit services. The trip, however, requires a transfer from MTS Access to NCTD Lift. The designated transfer location for this trip is the Veteran's Administration hospital on La Jolla Village Drive.

We have reviewed the 5 trips you have taken on MTS Access and NCTD Lift to Scripps Green hospital. The average roundtrip travel time for these trips is 3 hours and 12 minutes. While that may be a long travel time, it is comparable to the time it would take to travel between the same locations (Island Avenue and N. Torrey Pines Road) on MTS and NCTD fixed routes – approximately 2 hours and 38 minutes with no delays (traveling from MTS Green Line trolley to MTS Route 150 to NCTD Route 101 plus walking time). Unfortunately, downtown to Scripps Green hospital is not an easy or quick trip using public transit.



Warren Lambert  
June 19, 2013  
Via Email

As MTS staff has previously communicated to you, the Sorrento Valley Coaster Connection service is exempt from the ADA regulation under the commuter bus section (49 CFR §37.3, and 49 CFR §37.121(c)). Therefore, the Sorrento Valley Coaster station is not an MTS fixed route stop that expands MTS's paratransit service area to include Scripps Green.

We understand your frustration with the lengthy travel times and transfers required to travel from your home to Scripps Green. This is a complicated trip for both MTS fixed route and MTS Access operations. Notwithstanding your personal frustration with this circumstance, our review has found no ADA violation. The trips scheduled have fully complied with Department of Transportation regulations and the ADA. It is possible that if the Mid-Coast trolley extension is approved and constructed, MTS may have a market for expanded fixed route operations in the vicinity of Scripps Green hospital and N. Torrey Pines Road. However, until our fixed route operations are expanded, MTS Access service in this area will be similarly limited, requiring a transfer to NCTD Lift.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul C. Jablonski", enclosed within a large, loopy oval shape.

Paul C. Jablonski  
Chief Executive Officer

cc: Dan McCaslin

## A better mode of travel

Construction has started on the San Ysidro Intermodal Transportation Center, a project that promises to ease traffic and increase public safety north of the border. The \$18.4 million center should be finished in summer 2003.

## 2003: MTS SYITC PROJECT San Ysidro Intermodal Transit Center

### BTC Instrumental Upper Terminal Design

(BTC) Border Transportation Council engaged in planning mtgs.

### Vertical vs Parallel

Loading-Unloading on both sides of bus

### Upper Inter-City Terminal

### 10 vs 4 Spaces

Original Plan:  
4 parallel spaces

**Community Supported  
Including Greyhound**

**Regional & Local Stakeholder Input**

**Four (4) Year Planning, 1998-2002**

**MTS SYITC Project designed by Kimley, Horn & Associates  
in collaboration with Estrada Land Planning, affected  
property & business owners-end users of facility, BTC, San  
Ysidro Planning Group, Caltrans, City of San Diego & GSA.**

- Police kiosk
- Info Booth/tickets

### **Intermodal transit center CHANGES AT A GLANCE**

- Pedestrian and vehicular traffic flows into and around the trolley station will be improved.
- Station overcrowding will be relieved since more area between trolleys will be created and a plaza will be built.
- Access to buses, taxis, jitneys and the trolley will be consolidated.
- New road will be built to give vehicles access to 700 block of East San Ysidro Boulevard and to a proposed intercity bus terminal.



June 18, 2013

Councilmember David Alvarez  
City Council District 8  
202 West C Street, 10<sup>th</sup> Floor  
San Diego, CA 921

**Re: 2003 San Ysidro SYITC & 2012-13 MTS-SYPS  
Opposition to second SYPS proposal to re-design Inter-City Terminal  
SYPS Plan presented June 11, 2013 at San Ysidro Border Transportation Council**

Dear Councilmember Alvarez,

At the Border Transportation Council meeting last week, a revised terminal reconfiguration plan was presented by SYPS-MTS & Bricehouse-First America (Brad Saunders & Greyhound). The proposed revisions are a complete re-design of their first proposal. However, their 2nd proposal presents the same and new concerns for the use of public space and of those that must conduct their business at these facilities and our Bi-National Pedestrian POE(s).

The proposed changes continue to disregard impacted private property and challenges all visitors that must transit through this area. Speculatively speaking, MTS enforcement citations (an MTS revenue source) in San Ysidro, are most likely, the highest ticket issuance rate in all of San Diego. If these changes are implemented, it will continue to glaringly highlight the social injustice and inequity that persists in our community, a National Gateway into the USA.

**1. Public Health:**

Lack of Sheltered Facilities: Inter-City Terminal operations should not be run like a city bus stop. Weary travelers, laden with luggage, will have to sit/stand outdoors, suffering:

- exposure to poor air quality from idling bus and freight train diesel, as well as Port of Entry vehicle emissions drift containing high levels of ultrafine particulate matter and black carbon;
- exposure to harsh weather conditions, i.e. cold, rain, heat and swirling winds from cul-de-sac location.

**2. Public Safety:**

Two terminals decentralize Inter-City travel services: Inter-city travelers and service providers will be required to:

- increase walking distances (non ADA) and service provider traffic as facility users circulate between terminals;
- cause destination confusion and opportunity for illegal transportation solicitation to flourish;

**3. Lack of environmental, social justice and equity: Proposed changes:**

- removes beautiful mature 20-30' tall Palm Trees;

June 18, 2013

**Re: San Ysidro, MTS-SYPS**

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- installs eight (8) tiny restrooms that will be abused, neglected and present an unpleasant image. These restrooms will become a target for drug use and other illicit activities;
- removes valuable infrastructure, i.e. inter-city bus and van parking;
- reconfigures and replaces inter-city parking and passenger platform areas with modular retail buildings.

**4. 2003 San Ysidro Intermodal Transportation Center (SYITC):** The 2003 City of San Diego-MTDB SYITC project involved 4-5 years of Regional Stakeholder & Community vetted planning. It involved the eminent domain taking of private property for public use. It successfully established “centralized” modes of transit infrastructure. Yet, for 8 years, MTS oversaw unsuccessful management operations of these facilities by ACE Parking Company.

Numerous attempts and proposals to improve management by community organizations and other qualified interests were ignored by MTS. The 2012 SYPS Agreement is full of conflicts of interests and represents an improper process disallowing community input and participation in proposed major changes to the vetted 2003 SYITC. MTS-SYPS proposes “de-centralization” and the privatization of public facilities on what was formerly private property, and will now, compete directly with these former property owners.

Councilmember Alvarez, there are numerous other related concerns we would like to discuss with you at your earliest opportunity. I have a call into your office that we may hopefully schedule a convenient time to meet before your next MTS Board meeting, June 20th.

Thank you and we look forward to your prompt response. I can be reached at (619) 917-3167.

Respectfully yours,

Miguel Aguirre

Copy: Mario Lopez, Mayor Bob Filner’s office  
David Flores, Casa Familiar  
Rogelio Gaytan, Tufesa Bus Operations  
Richard Gomez, BTC  
Jason Wells, Smart Border Coalition