

CORONADO TUNNEL COMMISSION
REGULAR MEETING
Thursday, February 10, 2005

Police Facility, 700 Orange Avenue
Community Meeting Room

Minutes

1. ROLL CALL:

Attendees: Sut Clark, Al Ovrom, Art Osborne, Lou Smith and Bill Huck

Absent: Steve Clarey, Jim Benson (City Staff) and Casey Tanaka (City Council representative)

City Staff: Gail Brydges and Ed Walton

Consultant: Brian Pearson and Kathryn Lim, Parsons Brinckerhoff (PB)

2. MINUTES: A correction was made to the minutes of the January 13, 2005. On page 2, Draft Preliminary Seismic Memorandum, the erroneous “could cause vertical displacement of about 12” was corrected to “could cause vertical and horizontal displacement.” With that change, the minutes were approved unanimously.

3. ORAL COMMUNICATIONS: Mr. Clark said that Mr. Hollingsworth has submitted his resignation to the Mayor. He asked the commission members to be thinking about a potential replacement and to try to come up with a recommendation at the next meeting to suggest to the City Council.

4. DISCUSSION ITEMS:

A. Update

1. Project Report & Environmental Documents (PR/ED):

- Purpose and Need (P&N) – Latest Draft to FHWA: This has been revised to incorporate Caltrans’ comments and was forwarded to the FHWA. Mr. Pearson doesn’t expect any other revisions. Ms. Brydges noted that it was refocused to improve mobility as opposed to just removing congestion.
- Task 2.09 Status – Tunnel and Portal Architectural Design Concepts: Ms. Lim was present to discuss design concepts. The concepts are to go through an extensive City review and will be heard by the Planning Commission, Design Review Commission, Historic Resources Commission and Public Art Subcommittee. All the comments from these meetings will be assembled, refined and presented to the City Council on May 3. This is a good opportunity to keep the tunnel in front of people.

Ms. Lim displayed three design concepts that were distilled from public workshops. The first design emphasizes the “Coronado theme” – landscaping, openness, residential character, gardens, park-like, not making monuments. It’s at the “village level” and has more of a pedestrian scale.

The second concept represents the status quo – reusing and preserving the present wing; the wing as a landmark. People see this as a gateway in some ways. There is some connotation of an airplane or aviation. This option says “let’s preserve this and work with it.” The tunnel and wing would work together. Mr. Pearson said that when they do the environmental document there is a requirement to do a Cultural and Historical Resources Study; Caltrans has expressed the opinion that the wing does not have historical value – it was constructed as part of the toll facility and when that was removed, the value was gone.

The third concept is a modification of the wing concept – retain a vestige of the wing; it’s a compromise and does not have to be the shape depicted on the drawing.

The issue is more whether to emphasize the entry to the tunnel vs. a gateway to the City. The three concepts represent minimalism vs. monumental vs. a blend.

The commissioners made the following observations:

- ♦ It would be helpful in visualizing to know where Glorietta Boulevard is on the plans. PB will add a site map to the plans for a better idea of where it is.
 - ♦ Modify the shape of the architectural feature on the compromise concept so people don’t think the wing is simply being replicated and get locked into that idea.
 - ♦ Move the Coronado entry sign closer to the tunnel entrance.
 - ♦ Should the Tunnel Commission consider making a recommendation to the City Council on the portal concepts? This will be placed on next month’s agenda.
 - ♦ Overlay the different concepts on an aerial map.
-
- Draft Preliminary Geotechnical Report: This will go to Caltrans on February 25 and be reviewed with the draft Seismic Memorandum. Mr. Pearson hopes to get comments by late March. A Technical Advisory Panel will probably convene in April. It will include Jim Monsees, a senior engineer with PB, a senior engineer from Hatch Mott MacDonald, a senior bridge engineer from Caltrans and a consultant from SC Solutions (earthquake experts). They will address what kind of tunnel design strategy will be needed to design for displacements and vibration and give general direction to the team designing the tunnel.
 - Draft Preliminary Seismic Memorandum: See above.

- Status of Environmental Technical Studies: Proceeding on schedule. There is regular Caltrans involvement.
- Review/Approval of Construction Limits: Caltrans has been requested to review the contractor staging area at the east portal. PB is still in the process of determining the west portal limits. They gave the Navy a preliminary assessment, but have not been able to get a meeting yet. The Navy connection is working to set that up. It's very likely that the Navy will want to place a number of conditions to mitigate taking their property for a period of one-and-a-half to two years.
- Refinement of Geometric Plans – Caltrans Review/Approval: PB submitted revised plans, sections and profiles to Caltrans that incorporate their comments.
- Agency Coordination:
 - Caltrans – PB is working with Caltrans to improve designs.
 - Navy – Working on getting meetings with the Navy on construction limits and environmental issues.
 - Resource Agencies – PB is in contact with resource agencies, but nothing in particular is scheduled.
 - Fire Life Safety and Security Committee (FLS&SC):
 - ♦ Vulnerability Assessment – FHWA Team – January 24-28, 2005 – The FHWA's participation was secured for one entire week in January. The meeting brought together Caltrans, Highway Patrol, Harbor Police, Navy Security and Coronado Police and Fire departments to look at the whole corridor. They examined existing conditions and made recommendations for the tunnel. In about three months the City will receive a written report. The team said this was the most secure bridge they've found. They are now an ongoing resource for this project.

2. Funding:

- \$500,000 Federal CBI Grant – Authorization/Finance Letter: The City found out this week that the money will be shaken loose in the next couple of months.
- Transportation Reauthorization Bill (TEA) – Request for \$20 Million: The City has made a request through Congresswoman Susan Davis and Senator Dianne Feinstein for \$20 million. Ms. Brydges said she understands that the President's budget has \$30 billion more than it did before. It is now \$284 billion. At this point, Ms. Brydges introduced Yelena Grossman who was in the audience. Ms. Grossman is an aide to Senator Feinstein and Ms. Brydges told her how much the City appreciates all of Senator Feinstein's help with this project, particularly related to compatibility language for the Third Street Gate project.
- Annual Appropriation – Request for \$2 Million: This has been requested for two tasks that are not included in PB's current Notice to Proceed – Project Delivery Study and the beginning of Preliminary Engineering. This is going through Congresswoman Davis' office.

B. Reports and Discussion from Commission Members or Staff on Current Issues:

1. Major Traffic Study (MTS): The final study was submitted yesterday. It is several inches thick. It is tentatively scheduled to be presented to Council on March 15.
2. Third Street Gate – Tunnel Compatibility in Bid Documents: The Navy will go out to bid around March and compatibility language is included using the word “shall” instead of “should.”
3. Congestion Relief Working Group (CRWG) Project: Mr. Walton said that the Purpose and Need Study was submitted to Caltrans and SANDAG this week. After they have commented it will be forwarded to the City Council.
4. San Diego Regional Airport Authority Site Selection: Dual Use of NASNI: The tier two criteria will be discussed at the Airport Authority’s next meeting. Distant locations seem to be falling off the list.
5. BRAC: Mr. Ovrom said he felt that MCRD is the biggest potential.
6. SANDAG Modeling Process: Mr. Pearson distributed a “primer” that is used by local elected officials and planners to understand the modeling process. He gave a brief overview of traffic modeling.

C. Future Meeting Schedule: Thursday, March 10, 2005 at 4:00 p.m.

5. ADJOURNMENT: The meeting concluded at 5:37 p.m.

Approved:

Jackson S. Clark, Chairman