

# Draft MINUTES

## MON 156 West Corridor Project: Community Advisory Group

June 27, 2007, 5:30-7:30 PM  
Castroville Library, Castroville CA

### Attending

#### Community Advisory Group:

Carolyn Anderson  
Greg Burch  
Julie Engell  
Brad Houston  
Pete Lonero  
Leonard Rabe  
Carlos Ramos  
Mark Reasons  
Mike Scattini  
Jacqueline Simon  
Bill Theyskens  
Mark Verbonich  
Margie Kay, alternate for Bill Theyskens  
Sig Matt, alternate for Leonard Rabe

Dave Silberberger (Caltrans Project Management)  
Mark McCumsey (Caltrans Transportation Planning)  
Jeff Morgan (Transportation Agency for Monterey County)  
Don Bachman (Transportation Agency for Monterey County)  
Lou Hexter (Facilitator, Moore, Iacofano Goltsman Inc)  
Dan Drazen (Moore, Iacofano Goltsman Inc)  
Gui Shearin (Parsons)  
Pat Gelb (Parsons)

#### Other interested parties:

Henry Gowin (Board of Supervisors)  
Gary DeAmaral (North County Chamber)

#### Agencies and consultants:

Kay Goshgarian (Caltrans Environmental)  
Wayne Mills (Caltrans Environmental)

Community Advisory Group members, representatives from the California Department of Transportation (Caltrans), the Transportation Agency for Monterey County (TAMC), Moore, Iacofano, Goltsman (consulting firm) and members of the general public attended the meeting and Lou Hexter of Moore, Iacofano, Goltsman Inc facilitated the meeting. The project team provided a packet containing the proposed agenda and project overview materials to the Community Advisory Group members. The complete contents of the packet will be posted at the Transportation Agency for Monterey County, [www.tamcmonterey.org](http://www.tamcmonterey.org) website. Community Advisory Group meeting minutes are posted on the TAMC website, [http://www.tamcmonterey.org/programs/hwyproj/hwy156\\_CAG.html](http://www.tamcmonterey.org/programs/hwyproj/hwy156_CAG.html)

The following topics were addressed during the meeting.

Lou Hexter asked CAG members to complete a process evaluation on the effectiveness of the CAG meetings. Lou requested the completed evaluations be sent to him or Dan Drazen of Moore, Iacofano, Goltsman Inc.

1. Self introductions were made by the Community Advisory Group members and other attendees.
2. Recap of last month's meeting
  - Roberto Banda, Design Manager and Gilberto Baca, project engineer described the two build alternatives. Alternative 11 would construct four lanes on new alignment for most of the project limits on SR 156, retaining existing SR 156 as a frontage road. Alternative 12 would expand the existing SR 156 from two to four lanes on the current alignment. The Castroville and 101/156 interchange will be the same for both alternatives.

- CAG members requested more information on impacts to Moro Coho Slough.
- It was decided to send an agenda and meeting minutes to alternates as well as regular CAG members
- Jeff Morgan of TAMC will handle emailed requests for items to be added to the website

3. Kay Goshgarian, Caltrans Environmental Planning gave an overview of the process to complete an environmental document.

4. Wayne Mills, Caltrans Environmental Engineering explained noise analysis for highway projects

- Noise is generated along the highway from tires, engines and exhaust of cars, trucks, buses and motorcycles.
- Caltrans receives many complaints about highway noise.
- Noise meters measure noise in decibels. Caltrans uses a time-weighted average (Leq).
- Noise meters have trouble accounting for topographic changes.
- Abatement has to be considered for projects with more than 66 decibels.
- Noise abatement (ie. soundwall installation) is considered for noise impacts if it is reasonable and feasible.
- Soundwalls are effective for noise abatement 200 feet to 300 feet from noise source.
- On this project the highway will, in most cases, be moved further from residences. Berms with Alternative 11 may reduce noise for most residences north of State Route 156.
- Noise levels may increase for some residents at the 101/156 interchange.
- Stalled traffic noise levels differ from through truck or auto traffic at 70 mph.
- Caltrans considers mobile homes in noise impacts analysis.
- CAG member would like to see 7-day noise readings.

5. Gui Shearin, Principal Transportation Planner with Parsons discussed growth inducement studies

- Start with selecting an analysis area.
- Modeling is used to calculate changes in access.
- Local government plans and land use policies, housing quality and price, infrastructure are factors in analyzing growth.
- Physical changes to the highway may have an affect on growth patterns.
- Changes in commuting (ie. travel times, travel routes) can lead to changes in land use.
- Must account for agricultural truck traffic in Salinas and Castroville as well as Bay area commuters.
- Will include housing developments (ie. Fort Ord and Castroville) for growth analysis.
- CAG members concerned with land use changes and growth inducement-want to see a cost-benefit analysis from investment in highway project

6. The following questions were asked at various times throughout the meeting. Answers are also given if provided at the time. More detailed answers will be researched and discussed at future meetings.

- **Q.** Are you taking into account the increase in weekend traffic for noise analysis? **A.** Noise measurements are done during peak traffic levels. Weekend traffic is not considered peak traffic
- **Q.** Can't Caltrans establish more permanent noise stations to receive long-term noise readings? **A.** Caltrans has traffic count stations on highways however noise analysis uses peak traffic noise readings.
- **Q.** Does the noise readings account for emergency vehicles most notably near the 101/156 interchange? **A.** All vehicles present during metered noise readings taken at peak traffic are included as part of the analysis.
- **Q.** Does Caltrans do 24-hour traffic counts? **A.** Yes, on some projects.
- **Q.** Does construction work cause noise impacts? **A.** Yes, pile driving, pavement grinding generate noise.
- **Q.** How much do soundwalls cost? **A.** Masonry block costs are estimated at \$30.00/square foot.

- **Q.** Can you use rubberized asphalt to reduce highway noise? **A.** Climate effects determine how rubberized asphalt adheres to the surface. Must be extremely hot-does not adhere well in cool, humid environments.
- **Q.** Can you consider transit as an alternative when analyzing growth?
- **Q.** Are you considering the Castroville Rail plan? **A.** The environmental document will account for the commuter rail plan.
- **Q.** What projections will you use since the growth factor of the general plan for Monterey County has not been approved? **A.** Will look at where jobs are located.
- **Q.** Will you consider cumulative effect of growth inducement such as other development and highway projects? **A.** Yes, cumulative effects will be used as part of the growth inducement study.

8. Facility and meeting dates

- Next meeting is September 26, 2007, 5:30 to 7:30 PM at the Castroville Library
- Issues of interest are design, bike paths, capacity on US Route 101 and constructability

Meeting adjourned.