



Agenda Date: 4/17/2007  
Agenda Placement: 8A  
Set Time: 9:00 AM  
Estimated Report Time: 45 Minutes

## NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

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**TO:** Board of Supervisors  
**FROM:** Britt Ferguson for Watt, Nancy - County Executive Officer  
County Executive Office  
**REPORT BY:** Andrew Carey, Management Analyst, 253-4477  
**SUBJECT:** Presentation by Carl Guardino, California Transportation Commission, on "Listening Tour - Traffic Talks"

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### **RECOMMENDATION**

Presentation by Carl Guardino, California Transportation Commission, on "Listening Tour - Traffic Talks."

### **EXECUTIVE SUMMARY**

Presentation by Carl Guardino, California Transportation Commission, on "Listening Tour - Traffic Talks." Mr. Guardino will be seeking input from the Board on transportation issues of interest to Napa County.

### **FISCAL IMPACT**

Is there a Fiscal Impact?                      No

### **ENVIRONMENTAL IMPACT**

There is no Environmental Impact for this item.

### **BACKGROUND AND DISCUSSION**

Carl Guardino of the California Transportation Commission will be making a presentation to the Board entitled "Listening Tour-Traffic Talks." As part of his presentation, Mr. Guardino will be seeking input from the Board on transportation issues of interest to Napa County. For the Board's background information, Napa County Transportation and Planning Agency(NCTPA) provided the following:

Napa County has the lowest population in the Bay Area - 134,444 - about half the size of Marin and one-thirteenth the size of Santa Clara. It is an agricultural county world renowned for the quality of the wines its vines produce. This pastoral county attracts five million visitors each year to drink the wine, eat food in world-class restaurants, and enjoy the restful scenery.

Five million visitors each year - concentrated in a few months - puts a good deal of pressure on the transportation system in the Napa Valley when added to the normal travel needs of the residents and business. There is a good system of roads, but with limited or no alternates.

The jobs/housing balance has suffered with many of the jobs in the service and agricultural sectors combined with the extreme housing prices. The Napa communities are also aging rapidly with those 65 and older increasing to twenty-five percent of the population by 2035.

The transit system includes service to all of the cities and extensive service in the City of Napa. It is quite successful for a rural transit service; however, route coverage and hours of service could be improved. The bicycle network is incomplete and could benefit from additional constructed routes.

#### NCTPA Top Traffic Relief Priorities

- | Jamieson Canyon
- | SR 12/29/Airport Interchange
- | SR 12/29/221 (Soscol) Flyover
- | Mee Lane to Charter Oak Channelization

#### NCTPA Top Transit Priorities

- | New Downtown Napa Main Transfer Center
- | SR 29/Trancas Park and Ride Lot
- | Operating and Capital Funds - Napa to Fairfield Service
- | Operating and Capital Funds - Decrease System Headways

#### NCTPA Top Safety Priorities

- | Jamieson Canyon
- | SR 12/29 Airport Interchange
- | SR 12/29/221 (Soscol) Flyover
- | Mee Lane to Charter Oak Channelization

#### NCTPA Steps Towards Leveraging

- | Anticipated Attempt at a Transportation Sales Tax
- | Discussions on Countywide Traffic Impact Fee
- | Consolidated Services

#### Suggestions

- | Caltrans must be able to act quicker on projects and programs.
- | Allow counties with small minimums more flexibility across and between funding programs.

- 1 Allow any county to take over (by resolution and CTC agreement), using state funds, any STIP or SHOPP project - all phases excluding construction.

**SUPPORTING DOCUMENTS**

None

CEO Recommendation: Approve

Reviewed By: Maiko Klieman