

There is a Strategy to Deal with Traffic in American Canyon

How did traffic get so bad?

Over the years, home prices in Napa Valley have grown much faster than wages. As a result, if you can afford to live here, you can't afford to work here—and vice versa. With more hotels, wineries and businesses built in the rest of Napa Valley, the commute has grown worse. Add 3.5 million tourists a year and you get even more congestion!

Until recently, there was no money to address the problem. Last year, the State added over \$5 billion/year in new revenues to fix our roads and bridges. That doesn't cover the estimated **\$10 billion/year gap**, but it helps. We still need local resources.



Why does it take so long for anything to get done?

Before any major construction starts, you need funding, environmental and regulatory approval, and acquisition of any land needed. As noted above, the lack of money has been a major stumbling block in the past. Environmental review and land acquisition often end up in court. Design, bidding and construction are not usually as complicated, but can still be a challenge. And the longer you wait to start, the longer it takes to finish.

Shouldn't we stop all development until traffic is fixed?

Honestly, No. Because traffic projects cost so much, often the only way to get them done is to have new development pay their fair share. Watson Ranch, for example, will pay for about two-thirds of the Newell Extension; an anticipated annexation will likely be conditioned to pay for most of the balance.

And the revenues from new projects help us maintain quality services and facilities. The proposed new hotel could generate over \$500,000 per year—that could really help rebuild our parks and roads.

To make matters worse, even if we did stop all development, new growth in Napa and the rest of the Valley continues to add trips onto an already congested roadway. And they aren't required to contribute to a regional solution.

What can we expect in the next two years?



- ☑ **Traffic Signals** on Highway 29 will be better synchronized through the use of more sophisticated software.
- ☑ **Devlin Road** from American Canyon to Napa will finally be completed! This is the parallel road on the west side of Hwy. 29.
- ☑ Environmental clearance and design of the **Soscol Junction Overpass** (by the Wine Crusher Statue) should be complete.
- ☑ A funding plan for **Newell Extension** should be adopted (combination of developer contributions, grants and other sources).

Traffic's so bad, why should we re-elect Mark Joseph?

Because traffic is Mark's number one priority. As early as 2005, as City Manager, Mark worked to provide funding for traffic improvements. In 2015, Mark was **the only Council member** to advocate for completion of Newell Extension as part of Watson Ranch. Even today, he is working hard to finish negotiations to fund that project.

And, as we learned from the Candidate's Forum, the challengers don't have any better strategies or insights—and *none of the experience!*

Don't Stop the Momentum—Re-elect Mark Joseph!