

Statement of Principles of the Rio Vista River Crossing Committee

11 May 2010

Introductory Statement.

The Rio Vista River Crossing Committee came together in mid-April 2010 in response to public presentations of the Rio Vista Bridge Preliminary Study by consultants to the Solano Transportation Authority. The Committee is made up of 25 members of the Rio Vista business, commercial, and industrial community. These entities hold substantial investments in the city, employ its citizens, pay heavily into its tax base, and are prepared to continue to invest in Rio Vista's continuing economic growth.

The Committee was formed because its members unanimously agreed that the authors of the study did not adequately consult the Rio Vista business community in assessing the costs and benefits of several alternative routes selected for a new crossing. In particular, members agree that any route other than the current alignment of State Highway 12 would cause significant and unacceptable disruptions of the local economy. They also agree that a tunnel crossing has not adequately been assessed in the study and that, in their judgment, a tunnel would be a much preferred option when it comes time to replace the Rio Vista Bridge. Finally, members vehemently oppose the imposition of tolls on the existing bridge and its future replacement as a means to finance a new crossing.

Committee members emphasize their support for the Preliminary Study's premise that it will be necessary to replace the existing Rio Vista Bridge as a river crossing system. Such a crossing should facilitate safe traffic on Highway 12 and support continuing and improved use of the Sacramento River as a "marine highway" of the future. Members understand that the Preliminary Study is an important step in guiding necessary investment in the continuing development of the City's, State's, and our Nation's infrastructure. However, all concerned must see the choice of investment strategy as a means to enhance the economic, social and landscape value of our region and city, and not just a means to relieve traffic problems on Highway 12 and facilitate transport on the Sacramento River.

Detailed comments on the Rio Vista Bridge Preliminary Study:

1. We support Infrastructure development.

We recognize, respect, and support the importance of developing a river infrastructure necessary for the Ports of Sacramento and Oakland and the State of California to conduct international trade. Success in international markets is fundamental to all of our well being. We strongly support infrastructure development to reduce delays and increase safety on Highway 12.

2. Our assessment of the negative consequences changing the route for a new crossing:

A. If a new route is chosen for a crossing at the Sacramento River, the rerouting of Highway 12 will cause serious economic damage to Rio Vista and its environs. We know there will be an initial and immediate downturn in sales and profitability to all Highway 12 businesses and to the Main Street/Front Street business area. The primary impact of this financial loss will be layoffs and business failures. Our current estimate is that 250 jobs will be lost. If the project takes place ten years from now, in 2020, we expect that job loss will reach 500 or more. Small and more vulnerable businesses will fail within six months.

B. If Highway 12 is rerouted along Airport Road, the businesses on Airport Road will also suffer. The setting which allows these industrial operations to function will dramatically change, and many will be forced to relocate or cease operations in Rio Vista. These businesses contribute significantly to the City's tax income and their loss would constitute a catastrophe for the City.

C. If Highway 12 is rerouted south of the City, at least one ranch will go out of business and others will suffer serious impacts. Rural ranches around Rio Vista are significant consumers of not only commercial but also industrial goods and services offered in the city.

D. The ensuing drop in sales tax revenues would have a devastating impact on the City of Rio Vista. The California State Board of Equalization's most recent yearly figures (2008) show annual taxable transactions in Rio Vista to exceed 100 million dollars, generating more than a million dollars in sales tax income to the city. Fifty-six percent of this income is generated by commercial and food establishments. Forty-four percent is generated by industrial and service businesses. This figure does not include other income from property taxes and assorted fees. (The Board of Equalization's most recent quarterly report for the first quarter of 2009 shows taxable transactions declining for that time, but the total for 2009 will still be a large number near \$\$85 to \$90million). Sales taxes alone account for approximately one-third of Rio Vista's income from taxes. We have studied the effect on the city of Cloverdale when Highway 101 bypassed it ten years ago. Given the experience in Cloverdale, we believe Rio Vista could see a drop in gross sales of 20% and to 40%. The biggest sales dollar generators—the four gas stations, the three auto dealers, and a farm equipment dealer—as well as grocery, hardware, convenience, and automotive stores and restaurants would be faced with cutbacks, extinction, or moving out of Rio Vista. These effects would be accentuated by the imposition of proposed tolls (see below.)

E. Property values and property taxes would decline in the commercial areas. The vacancies on Highway 12, on Main Street, and on Front Street would immediately and negatively affect the City of Rio Vista's share in property tax. Our contact with the business community in the City of Cloverdale shows it has undergone ten years of economic hardship due to the re- routing of Highway 101.

F. Property values and property taxes would decline in all the residential areas because the loss of jobs would create an exodus of working people who would be pressured to

move to other areas to find jobs. Property values would fall as a result of an excess of homes.

3. Our assessment of the imposition of a traffic toll on the existing bridge and future crossings:

A. A traffic toll at the Rio Vista Bridge would present a very serious financial hardship to the businesses that use the bridge to provide their services or to conduct their operations. Large trucks carrying local and regional agricultural and industrial products (construction sand, grain, livestock, hay, for example) would be subject to local toll fees amounting to \$1 to \$2 per ton of load (a calculation based on the toll imposed on a 5-axle fully loaded semi truck). Such a toll would put local and Solano contractors at a distinct disadvantage in contract bids (\$25 to \$30) per truckload. Local farmers of grain, tomatoes, and livestock, for example, would be subject to similar losses because of a decline in FOB ranch prices and increased costs of inputs.

Much of the local business traffic across the bridge is not commuter traffic of people travelling back and forth to nine-to five jobs. Repeated back and forth trips across the river are common for local businesses. Toll costs could be very high on local rural business.

A local pass would not relieve the problem of tolls for commerce because much local commercial and industrial traffic is done by out of town vehicles: e.g., grain haulers based in Stockton haul local grain from Rio Vista to mills in various places in the San Joaquin valley.

B. The traffic toll would be a financial hardship to people who use this bridge to commute daily into town to go to work.

C. It would be a hardship for those upriver families who reside across the Sacramento River and have children in Rio Vista High School.

The toll would add an additional disincentive to low-income parents to support and participate in school events and activities.

D. It would create additional financial burdens on an already stressed school district and additional costs to Rio Vista social service agencies and their clients across the river.

E. A toll on traffic across the current bridge would not create certainty in funding a future crossing. The authors of current STA bridge study suggest a toll on the existing bridge would help pay for the new crossing even though it will be 10-15 years before the crossing is built. It is not clear that the Transit Authority which proposes to take responsibility for the Rio Vista Bridge would set up a separate reserve account for the expressed purpose of funding a future tunnel or bridge. This Transit Authority will likely spend the money as it does with other bridges.

F. A Rio Vista toll effectively doubles toll costs for traffic to and from nearby Antioch and northern Contra Costa County.

4. Our reasons for acting:

We are not against infrastructure development, but we must protect our interests against financial giants and from unanticipated outcomes of decisions made by agencies insensitive to our situation and needs. We know we are at disadvantage and that we do not have the resources to engage lobbyists or the legal expertise to protect our interests in conflicts with large interests and agencies. Nevertheless we will not be steamrolled in the process. Therefore, we must act early in the planning and development of a new river crossing and promote our position, which is based on sound economic information and local experience and knowledge: the tunnel alternative beginning in the area of the current McDonald's is the best solution to keeping our city financially viable.

5. We experience a sense of urgency:

It is imperative that we act as if the State of California and the Federal government have funds needed to re-route Highway 12 and to build a new bridge or tunnel across the Sacramento River. We are not objecting or opposing the construction of a new crossing. We can not afford nor do not want to endure negative financial impacts on our businesses and our city of the choice of a wrong route or the wrong design of a crossing. It is urgent that the Preliminary Study be very well done.

6. We understand that we are protecting a Defense Highway:

Highway 12 is a national defense asset. We must be aware that in order to maintain access to Travis Air Force Base, the US Air Force could decide the lift bridge at Rio Vista is impairment to military needs and the security of our country. In times of emergencies Highway 12 is a major conduit of military support to Travis AFB through the City of Rio Vista. Future increased ship traffic and the frequency of bridge raisings could compromise our military's mission. With this recognition we understand the possibility of our nation's defense establishment exerting an interest and involvement in the development of Highway 12 and the Rio Vista Crossing. The Department of Defense could be the main source of the funds necessary to complete this project.

7. The STA consultant's Preliminary Study has serious deficiencies and inadequacies:

A. The STA consultant has not prepared an economic impact report based on local conditions and local expertise and knowledge. There never has been a presentation by the Solano Transit Authority consultant to the citizenry of Rio Vista which included any hint of a detailed assessment of the financial impact of alternatives.

B Other than seeking comments at large meetings where time for careful discussion was not possible, the STA consultant appears never to have specifically sought the knowledge of local businesses, local landowners, local homeowners, or any local stakeholder to gain information that would reveal the project's negative economic consequences on our lifetime investments, the further loss of already insufficient tax revenues to the City of Rio Vista, and the loss of our historic roots.

It should be noted that many participants in the Rio Vista River Crossing Committee actively participated in the STA consultant's presentations in Rio Vista.

C. The Preliminary Study contains no assessment of traffic delays resulting from backups at tollbooths.

Conclusions.

The members of the Rio Vista River Crossing Committee understand that the current push to complete the Preliminary Study is because the term of the consulting contract has come to an end. Additional funding is not possible to correct the study's errors, and yet the Preliminary Study, despite its flaws, is a necessary precursor to an extensive and more detailed planning process. Notwithstanding the flaws in the study, the committee believes there is sufficient information available for the City Council of Rio Vista and the Solano Transportation authority to vote in support the following conclusions.

1. The best route for the new Sacramento River crossing at Rio Vista is along the existing path of Highway 12.
2. In terms of supporting the local economy and the core structure of the city, a tunnel is strongly preferred and must be studied in detail as the preferred alternative.
3. There must not be the imposition of tolls on traffic crossing the existing bridge or its future replacement.
4. All future planning studies and the ultimate design of the structure must be based on the principle that a new river crossing should be seen as an investment in the vitality and resilience of Rio Vista's economy and social well being. A strong local economy is absolutely essential if Rio Vista and the locality it supports, including large portions of Solano County, are to adapt to and benefit from future changes in the broader regional, state and national economies.
5. All future planning studies must include deliberate and substantial efforts to include the local knowledge and expertise of Rio Vista's commercial, industrial, and service sector, the members of which all have a serious and demonstrated commitment to the financial well being of the City and the community it supports.



BANK OF RIO VISTA
101 MAIN STREET • RIO VISTA, CALIFORNIA 94571
Established 1904

May 10, 2010

Ms. Janet Adams, Director of Projects
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Re: Rio Vista Bridge and Highway 12

Dear Ms. Adams:

On behalf of the board of directors and management of the Bank of Rio Vista, we are writing to express our deep concern over the Solano Transportation Authority's Preliminary Study of the new Rio Vista Bridge and the rerouting of Highway 12. The Bank of Rio Vista has assets of 175 million dollars, and we employ 26 people at our Rio Vista main branch and nine people in our Walnut Grove branch. We are the primary bank for our city and for much of the Delta. Our institution is 106 years old, and many of our customers have done business with us for three or four generations. We have a deep knowledge of our community and its economy.

We believe that the Preliminary Study has serious flaws and ignores all economic consequences of the bridge alternatives it examines. We know that to reroute Highway 12 and by-pass the city would wreak great economic damage on the town and the area.

1. Current local businesses--auto parts, farm equipment supply, auto dealers, supermarket and hardware stores--cannot survive the relocation of the highway.

2. Because sales taxes from these businesses represent more than one third of the city's tax income, the city, which is already in difficult economic straits, will face bankruptcy. This will be as true in ten years as it is today.

3. If Highway 12 maintains its current alignment, several businesses along the route would be forced to relocate to make way for the new crossing. However, they would receive compensation for that relocation. But if Highway 12 is moved to Airport Road, the businesses currently on the highway will receive nothing: their businesses will fail and their property values plummet.

4. Imposing a toll on the existing bridge will bring grave economic difficulty to our business customers, our employees, and the community at large. The most productive

businesses in our community provide the highest paying jobs. Most require multiple daily bridge crossings with large trucks. The added cost of the toll will be an incentive to these business to leave, and those jobs will be lost to our community.

Maintaining the current route will have the least impact on the value of our franchise and on our customers. The economic downturn we expect from a rerouting would require ten to twenty years for our community to recover. If the city is bankrupted in the meantime, we might never recover. We urge you to maintain the current alignment, to focus on a tunnel, rather than a high-rise bridge, and to impose no toll on the existing bridge.

Yours truly,



Tim Kubli
President



Jeanne McCormack
Vice-Chairman

Cc: Rio Vista City Council

Jan Vick, Mayor; Ron Jones, Vice-Mayor; Jack Krebs; Sam Richards; Janith Norman
1 Main Street
Rio Vista, CA 94571

Solano County Board of Supervisors

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Caltrans District 4

Bijan Sartipi, District Director
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Solano Transportation Authority
Daryl Halls, Executive Director
Janet Adams, Deputy Executive Director/Director of Projects
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: Rio Vista Bridge and Highway 12

Dear Mr. Halls and Ms. Adams,

On behalf of Dolk Tractor Company of Rio Vista, I am writing to express my concern about the Solano Transportation Authority's Rio Vista Bridge Study and its recommendations. Established in and located near the Rio Vista Bridge since 1948, Dolk Tractor Company is a major center of business for the Sacramento River Delta's agricultural community. With 18 full time employees, Dolk Tractor Company has been one of Rio Vista's larger employers for over 60 years. Local businesses such as ours have always fueled the economy of the community, and any threat to their future viability should be seen as a threat to both the City of Rio Vista and Solano county as a whole. I believe a rerouting of the existing highway and river crossing and/or the implementation of a bridge toll would both be such a threat.

Any rerouting of Highway 12 and the river crossing would have a devastating impact on not only our business, but on every business located on or near this busy corridor. Most of the other businesses along highway 12 cater to both locals and travelers coming through town, as Rio Vista is a convenient place to stop in between major cities. Rerouting the highway would take away the much needed traveler purchases from these businesses thus rendering them unable to compete with businesses in larger cities such as Lodi and Fairfield. Although we do receive business from customers just driving through town, Dolk Tractor Company would face a whole other set of challenges if the highway was rerouted outside of town. The overwhelming majority of Dolk Tractor Company's customers are not located within the city limits, and over the years our customer base has become more widespread in location. Since we are one of the few agricultural equipment dealers that serve the Sacramento Delta, many farmers choose to come to our dealership via highway 12 for their parts and service. A reroute or toll would cause them to choose a more conveniently located dealer than ours, since we would then be difficult to get to. Being so close to the highway has given us much needed visibility, but it has also given us flexibility when moving large equipment to and from our customers. If the current highway and river crossing were to be rerouted, it would no longer be feasible for our business to be located in Rio Vista or in Solano County. We would no longer be visible to the public passing through, and we would no longer be in a convenient location as both a destination point or for our transportation needs. A highway reroute would ultimately force us to close down completely or to relocate our dealership, and a move north into Sacramento County would make more sense to us than relocating in Rio Vista.

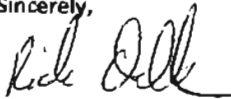
Since most of our customers come from out of the city limits, a toll on the current or any proposed crossing would have dire consequences on our business. It would make more sense for many farmers to drive further to dealers in Stockton

or Sacramento to avoid these tolls. Furthermore, our salesmen and mechanics must pass over the river daily to service our customers, and a toll would force us to raise our prices thus making us less competitive than other dealers who don't have this imposition. Generally speaking, those involved in agricultural have limited funds and will go where they get the best deals and they will not tolerate higher prices as easily as other markets. Other local businesses would be affected negatively as well, as they would no longer be a destination point for people in other small delta towns due to unreasonable toll costs.

There is no doubt that there needs to be a new river crossing in Rio Vista, as the current bridge will become a hindrance for both highway and river traffic in the near future. The additional river traffic planned coupled with increasing highway traffic will render our current draw bridge system obsolete. It is imperative that planning for a new river crossing that does not alter the current highway 12 route or disrupt current businesses be started immediately so that there is as minimal effect on local businesses and river/highway traffic as possible. Because of this sense of urgency to have a sensible solution, I have joined other local business owners in forming the Rio River Crossing Committee. The purpose of this committee is to find a solution that is reasonable for all parties involved and to study alternatives to the economically devastating proposal of rerouting the highway. Although yet to be studied in depth, ideas such as a high rise bridge (coupled with moving the deep water channel to the east side of the river) or a tunnel under the river seem to make the most sense for everyone involved because it keeps the local business structure intact and provides smooth river and highway traffic.

As a group, we feel the recent study performed did not take into account the effects on local businesses or the economic impact on the city of Rio Vista. Our committee is dedicated to working with all parties involved to insure that the local economy remains a viable one and that Rio Vista remains a destination point. I believe this is a goal we all share and I look forward to working with you in the future.

Sincerely,



Rick Dolk
Dolk Tractor Company
(707) 374-6438
rickdolk@dolktractorcompany.com (email)

cc: Rio Vista City Council
Jan Vick, Mayor; Ron Jones, Vice-Mayor; Jack Krebs; Sam Richards; Janith Norman
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LIRA'S

SUPERMARKET

*Rio Vista, CA • Minden, NV
South Lake Tahoe, CA*

5/10/2010

Ms. Janet Adams, Director of Projects
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Re: Rio Vista Bridge & Highway 12

Dear Ms. Adams:

I am the President of the Lira's Supermarket corporation headquartered in Rio Vista, California. I am writing this letter stating my concern with regard to the Solano Transportation Authority Rio Vista Bridge study not only as a business owner, but as a lifelong resident of Rio Vista. As the owner of the only grocery store in the city as well as one of the larger employers in Rio Vista, my concern centers not only on the viability of our own business, but of all businesses in Rio Vista along with the residents of the city they employ.

To be more specific, the most significant objections I have are to the rerouting of Highway 12 around the city of Rio Vista and the imposition of a toll upon the existing bridge in order to pay for the building of the alternative bridge.

Regarding the first item, the rerouting of Hwy 12. Approximately 15% of our business on an annual basis is directly related to freeway traffic. With a reduction in sales of this magnitude, we would certainly see a reduction in our workforce if not complete elimination of our business. Numerous items are at risk due to the potential loss of these sales. Those items are as follows:

- With up to 70 employees, annual payroll of \$1,710,000 will be either reduced or eliminated. These employees live and spend their money in Rio Vista so this lost income will directly affect all of the businesses in the community.
- All full time employees as well as their dependants enjoy health coverage resulting in a total cost of \$359,800 to our business with no out of pocket cost to the employees. With the reduction in workforce, these displaced employees will be forced to pay for their healthcare without the income required to support such a payment.
- The state, county, and city will lose sales and property tax revenue of anywhere from a low of \$48,000 to the entire annual amount of \$325,000.


With regard to the second major concern, the toll on the existing bridge, the resulting impact to the Rio Vista community is quite simple. With over 50% of our daily deliveries coming from the Sacramento county side of the bridge, a toll on these companies delivering to us on a daily basis would result. The

vendors pass the cost of the tolls to us directly. The resulting increase in cost would be transferred to our customers resulting in an increased cost to the consumer to purchase their groceries locally. In addition, the local citizens must use the bridge frequently, many on a daily basis. This new cost to the consumer will result in a reduced ability for these residents to spend money at my business as well as others, thus greatly impacting the local economy.

I certainly realize the need for a new alternative to cross the Sacramento River. My concern is the financial impact to our small community. Due to my concerns regarding this impact, I have joined a group of business owners in the Rio Vista area who have the same concerns regarding the discussions for relocating the Rio Vista bridge and rerouting Hwy 12. The consensus of this group is to see the river crossing remain at its current location in the form of either a tunnel or high rise bridge while at the same time ensuring no toll is established upon the existing bridge.

As stated above, my number one concern with regard to the Rio Vista Bridge Study is it is being rushed to completion without a complete and adequate study of the economic impact to my business, other businesses, and ultimately the citizens of the City of Rio Vista. My hope is the presentation of the economic impact upon my business and employees will result in a mutual solution for the new bridge and routing of Hwy 12 that will be beneficial for all parties involved, not only an engineering standpoint, but from an economic perspective as well.

Sincerely,



Jim Lira
President
707-374-5399
jim@lirassupermarket.com

Cc: Rio Vista City Council
Jan Vick, Mayor; Ron Jones, Vice-Mayor; Jack Krebs; Sam Richards; Janith Norman
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McCormack Sheep & Grain
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May 11, 2010

Ms. Janet Adams, Director of Projects
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Re: Rio Vista Bridge and Highway 12

Dear Ms. Adams:

We are writing you to express our profound dismay at the Preliminary Study of the Rio Vista Bridge, which suggests alternative routes to Highway 12 for a new bridge and the imposition of a toll. We operate a 4,000-acre ranch where we produce sheep, grain, alfalfa, and grapes. Our economic survival depends on a transportation and manufacturing infrastructure, which would be greatly endangered by this proposal.

Without doubt, the rerouting of Highway 12 would cause the only farm equipment supplier in town to leave or to close, as well as the three auto dealers and their service shops, the auto parts store, and the hardware store. This would mean that we and other farmers would be forced to cross the bridge every time we needed a part. During harvest and planting times, we could potentially make three or four trips per day across the bridge. The resulting toll fees would represent a severe hardship.

We depend on trucks from the other side of the river for bringing our supplies (seed, fertilizer, herbicide) and for taking our produce (grain, lambs, wool, hay, and grapes). The cost of all our supplies would go up and the income from our production would go down as a result of the toll. Farmers already operate on a very narrow margin, and this additional cost could make an enormous difference in our annual income.

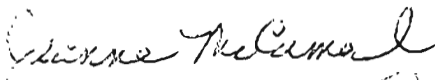
We depend on labor crews from the other side of the river to carry out certain seasonal tasks on our vineyard. Typically, five vans come each day for a week or more once a month from April to September and several times during the winter. Because we are under contract to our grape buyer, we cannot raise our price so that the new cost of the toll could be absorbed.

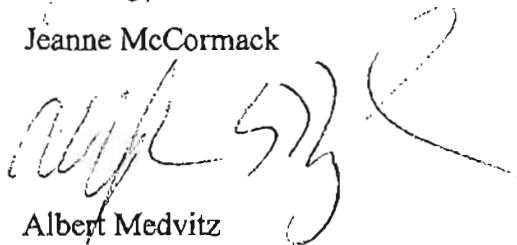
In general, the new toll would result in costs of many thousand dollars per year just for our farming operation and could make our operation unprofitable.

We are in a rural area and our communities are very different from the urban and suburban places where bridge tolls are imposed in the Bay Area. The toll would be a hugely unjust imposition and ultimately would increase the price of local food.

We urge you to maintain the current alignment of the bridge, to focus on building a tunnel rather than a high-rise bridge, and to eliminate the idea of a toll.

Yours truly,


Jeanne McCormack


Albert Medvitz

Cc: Rio Vista City Council
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Oilwell Materials & Hardware Co., Inc.

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RIO VISTA, CALIFORNIA 94571-0815

May 7, 2010

Solano Transportation Authority
Daryl Halls, Executive Director
Janet Adams, Deputy Executive Director/Director of Projects
One Harbor Center, Suite 130
Suisun City, CA 94585

Re: Rio Vista Bridge & Highway 12 Study

Dear Mr. Halls and Ms. Adams,

I am writing to you with my serious concern about the Solano Transportation Authority study being done regarding the RioVista Bridge and Highway 12 relocation. The proposed recommendations of any relocation of the existing Hwy 12 route will have a horrific negative economic impact on all businesses in RioVista.

My name is Julie Dole McCormack and I own and operate Oilwell Materials & ACE Hardware Company and Dole's Car Wash on Hwy 12 in Rio Vista. This is a family business started by my parents, Jack and Norma Dole, in 1952. I employ 18 to 20 local residents and RioVista High School students. The current economic trends of the past couple years have caused many challenges, however, we have survived.

Oilwell Materials & ACE Hardware and Dole's Car Wash all generate business from both the local residents and customers who travel on Hwy 12. If the current Hwy 12 route is relocated, we will lose the traffic and customers it brings to us. I know this will seriously reduce our chances to continue in business and greatly de-value our properties. Recovery would be impossible and I don't believe that we would survive. I was born and raised in RioVista and I have spent most of my life here. I am afraid that the RioVista community and Gateway to the Delta would wither away like some of the other communities we have seen when a bypass was allowed.

The imposition of a toll on the existing bridge, in the anticipation of a new river crossing, would be senseless. The Rio Vista bridge is used by local persons and businesses numerous times throughout each day by the entire Delta for the school systems, employment, jobs, dining and shopping. A toll would create a great financial burden to the local community, as well as the possibility of causing customers to take a different route to and from RioVista.

I am on the River Crossing Committee along with a majority of Rio Vista business owners and we understand and believe in the need to improve Hwy 12 and the Rio Vista river crossing for the future. The business owners have never been contacted by the STA and we feel that additional study must be done to protect the economic future of this local community, it's history and it's people. Rio Vista needs to leave Highway 12 in its present location to survive. I support the concept of a tunnel crossing the river to be located very near our existing Rio Vista Bridge. We all agree that the economic impact to Rio Vista with the relocation of the bridge and Hwy 12 has not been properly studied and should be considered before any recommendation is made.

Sincerely,



Julie Dole McCormack
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juliedmcc@yahoo.com

cc: Rio Vista City Council
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The Point Waterfront Restaurant

Serving the Delta Since 1964
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May 1, 2010

Solano Transportation Authority
Daryl Halls, Executive Director
Janet Adams, Deputy Executive Director/Director of Projects
One Harbor Center, Suite 130
Suisun City, CA 94585

Re: Rio Vista Bridge & Highway 12

Dear Mr. Halls and Ms. Adams,

I am president and major shareholder of the Point Waterfront Restaurant in Rio Vista. I am writing with great concern about the Solano Transportation Authority Rio Vista Bridge study and the impact of its recommendations on the future of the Point Waterfront Restaurant. Since the Point is a local and regional business of importance, my concern centers on the viability of our businesses and the ability of the City of Rio Vista to remain a thriving city long into the future.

My two greatest objections are: 1.) the proposal to reroute Highway 12 around our town and the negative impacts of that decision on my and other businesses and ; 2.) the major negative impacts on the local economy and my business of imposing a toll on the existing bridge.

The Point waterfront restaurant depends heavily on local clients. It provides meeting services to local service clubs and organizations, and community groups as well as fine dining opportunities to the general population. A decline in the welfare of other businesses will greatly affect ours. Rerouting Highway 12 will have a devastating impact on almost all of the businesses and industries in and around Rio Vista.

I understand we need to have a new river crossing. The additional ship traffic planned for the Sacramento River through the existing bridge will have a negative impact on my business because many of our customers come from the other side of the river and frequent bridge raises will inconvenience them. We must adapt to future conditions and I am very much in favor of having a river crossing that would allow ships going to and from the Port of Sacramento to pass Rio Vista without having to stop traffic. But a toll on the existing bridge will make matters worse even before a new crossing is built. It will be detrimental to my business because many of my customers will make the choice to go somewhere else for dinner or meeting services because of inconvenience and expense.

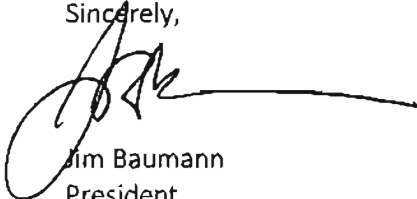
I am also concerned about the financial impact of a toll on the citizens and businesses of Rio Vista and Isleton. There are businesses and ordinary citizens based in Rio Vista, Isleton, Walnut Grove and surrounding areas who use the bridge multiple times a day. A need to pay a frequent, even daily, toll would have a negative financial impact on them all and, thus, my business.

On average The Point Restaurant employs 32 people year round and serves approximately 60,000 meals in that same year. As any good business we are always continuing to improve and have faced many challenges but I am very concerned that if Highway 12 is routed around Rio Vista we will turn from improving to surviving and I am not sure we would. In my opinion the re routing of highway 12 or the addition of a toll would make it difficult to keep the restaurant operating. A decision to route around the city in combination with a toll would surely be devastating. Also the closing of the restaurant will greatly affect our neighbor, the Delta Marina Yacht Harbor. This was demonstrated in 1993 when my father chose to close the restaurant for the year and the Marinas occupancy rate dropped approximately 15%.

Because of these concerns I have joined a group of Rio Vista business owners that are very concerned about the plans being discussed for relocating the Rio Vista Bridge and rerouting highway 12 around our town. My goal as a member of the Rio River Crossing Committee is to help come up with a solution that benefits all involved. The consensus of our group is that we want to see the river crossing remain at its present location which would leave highway 12 coming through town. We as a group have talked about the plans for a tunnel and a high rise bridge and about the possibility of moving the deep water channel to the east side of the river to allow for less of an impact on highway 12 through Rio Vista.

As a member of this group I share the concern that the study is being rushed to completion without a thorough and adequate study of the impacts of a new crossing on my businesses and other businesses and industries in the community.

Sincerely,



Jim Baumann
President
707-249-1878 cell
pointman@pointrestaurant.com (email)

cc: Rio Vista City Council
Jan Vick, Mayor; Ron Jones, Vice-Mayor; Jack Krebs; Sam Richards; Janith Norman
1 Main Street
Rio Vista, CA 94571

Solano County Board of Supervisors
Mike Reagan; Jim Sperring; Barbara Kondylis; John Vasquez; Linda Seifert
675 Texas Street, Suite 6500
Fairfield, CA 94533

Caltrans District 4
Bijan Sartipi, District Director
PO Box 23660
Oakland, CA 94623-0660



RIO VISTA FORD, INC.

Phone (707) 374-6411 • Fax (707) 374-6449

May 7, 2010

Solano Transportation Authority
Daryl Halls, Executive Director
Janet Adams, Deputy Executive Director/Director of Projects
One Harbor Center, Suite 130
Suisun City, CA 94585

Re: Rio Vista Bridge and Highway 12

Dear Mr. Halls and Ms. Adams:

My name is Ken Adgate and I am the owner of Rio Vista Ford and Rio Vista Dodge Chrysler Jeep. I am writing you to voice my concern over the proposed rerouting of Highway 12 to bypass the town of Rio Vista to accommodate a new high arch bridge.

Bypassing Rio Vista would be a death sentence for our town. To validate my opinion and great concern I polled as many car dealerships as possible that have had main highways diverted around their businesses. It was amazing to find out the negative impact they all said resulted from such moves. The sales percentage drop for these dealerships seemed to average in the 30 to 35%.

Please keep in mind that the three car dealerships in town are directly on Highway 12 and are responsible for as much as 40% of the total tax revenue of Rio Vista and even a 30% cut would devastate its financial future.

When a final decision is made I hope you both comprehend the hardships that will incur if the town is bypassed. Please take a minute to review the report submitted by the STA, which states that a poll had been taken with the local businesses concerning this project. I personally have yet to find one business owner who was contacted. I trust that you will make sure you have a true picture of what effect this program will have on Rio Vista. Bear in mind that the United States is suffering from a 9.9% unemployment rate, while the unemployment rate in Solano County is at 13% as of March and even higher in our community of Rio Vista. The unintended consequences of a bypass would have catastrophic results.

Sincerely,

Ken W. Adgate
President
Rio Vista Ford
Rio Vista Dodge Chrysler Jeep

1010 Highway 12
Rio Vista, CA 94571



West Wind Mobile Home Park, Inc.

50 River Road
Rio Vista, CA 94571
707-374-5589
707-374-6889 fax

Ms. Janet Adams, Director of Projects
Solano Transportation Authority
One Harbor Center, Ste 130
Suisun City, CA 94585

Re: Rio Vista Bridge & Highway 12

Dear Ms. Adams,

My name is Elizabeth Morell. My sister, Thereza Coughran and I are the co-trustees for Trigueiro Trust. The Trust is the owner of West Wind Mobile Home Park in Rio Vista, CA. It has come to our attention that the Solano Transportation Authority (STA), along with other agencies have done a preliminary study concerning the realignment of Highway 12 and the Rio Vista Bridge. The recommendations from this study would greatly impact not only a major interest of Trigueiro Trust but the seventy-seven families who reside in the park. West Wind Mobile Home Park is located at the west end of the Rio Vista Bridge, just off the west bound off ramp to River Road.

We have many concerns, but our two greatest concerns are:

- 1) The effect this would have on the families who reside in the mobile home park and; 2) the economic impact this would have on the businesses in Rio Vista and on the town itself.
- 1) West Wind Mobile Home Park has been a part of Rio Vista since the early 1960's. We have 79 mobile homes in the park and that equals to 79 families. Many of our residents are elderly and live on fixed incomes. Some have lived in this park for over 30 years. We also have many low-income families that would be devastated if they had to be relocated. Many of them have lived in Rio Vista their entire lives. Please take this into consideration when you make your recommendations.
- 2) The second major concern of ours is the negative impact this would have on the local businesses in and surrounding Rio Vista. If Highway 12 is rerouted around Rio Vista and the bridge relocated many of these businesses would not only struggle but possibly fail. This would take away a huge % of tax revenue for the City of Rio Vista. Trigueiro Trust is both a multigenerational family trust and land owners of five other properties that are leased by local businesses. These include Lira's Supermarket, Sutter Regional Medical Center, Shelby's Restaurant, Rio Vista Chrysler & Ford Dealership and Calpine.

As Fiduciaries of this Trust it is imperative that we are kept informed as this study moves forward. We understand that your agency, STA, interviewed a few individuals from local organizations and agencies in Rio Vista, but the business community at large, was not included. It is for these reasons we have joined a group of other concerned business owners. The goal of the Rio River Crossing Committee is to try and come up with the best solution that would benefit all involved.

Sincerely,

Elizabeth Morell; Co-Trustee Trigueiro Trust
Thereza Coughran; Co-Trustee Trigueiro Trust
209-470-7457 cell

Cc: Rio Vista City Council
Solano County Board of Supervisors