

**ATTACHMENT J – PUBLIC COMMENTS**





## **SR 12/Rio Vista Bridge Preliminary Study Public Comments**

In developing potential corridor alternatives, stakeholder and local community input has been solicited through a stakeholder outreach program that included interviews of key stakeholders, informational presentations with question and answer periods during City of Rio Vista Council meetings, public workshops and presentations for local stakeholder groups. Following are public outreach activities that were undertaken:

- Summer 2008: Stakeholder Interviews: Nine stakeholders were interviewed and four other were attempted.
- September 24, 2008: Special Meeting of the Rio Vista City Council – presentation of project overview and feedback from stakeholder interviews and solicited input/comment from the City Council and local community in attendance.
- May 21, 2009: Rio Vista Soroptimists Luncheon
- May 28, 2009: First Public Workshop – presented project overview, project history, purpose and objectives; introduced project web site and ways to obtain project information. Solicited input through a breakout session.
- August 26, 2009: Special Meeting of the Rio Vista City Council – provided a progress update, presented alternative comparisons and solicited input/comment.
- February 25, 2010: Second Public Workshop – presented project update and held an open comment and question period to provide the local community with the opportunity to ask questions and comment publicly.
- April 22, 2010: Rio vista Chamber of Commerce Meeting – presented the latest project information in a setting that allowed local business/chamber members the opportunity to discuss the project from the local business' perspective.
- May 17, 2010: Rio Vista Airport Commission Meeting – presented project issues related to potential impacts on the airport and obtained input from the commission.
- May 20, 2010: Rio Vista City Council Meeting – presented project update and solicited input from the Council and numerous local community members and businesses.

In addition to Project Team public outreach efforts, the City of Rio Vista held a public workshop on October 20, 2009 with the local community. The workshop was held to discuss the potential alternatives presented by STA and the consultant team, as well as to document advantages and disadvantages for the potential corridor alternatives from the local community perspective.

From the public outreach events, significant input was obtained from the City, local community members, businesses and other stakeholders. Key feedback is summarized as follows:



- There is a concern that something needs to be done to improve SR-12 and the river crossing to facilitate safe travel on Highway 12 and continuing support for improved use of the Sacramento River as a “marine highway” of the future.
- There is a significant concern from the local business community as outlined in a letter from the Rio Vista River Crossing Committee (see Attachment J), a local group of business, commercial and industrial owners, that alternatives to relocate the route may adversely impact local businesses and ultimately the viability of Rio Vista as a City.
- Realignment Vs. use of the existing SR-12 route – realignment supporters are concerned with community safety and the split between the two halves of the City that will be worsened with a busy 4-lane arterial through the center of town while existing route supporters are concerned with the potential adverse impact to local business that could occur if the route were moved out of town.
- There are questions concerning funding, how a project of this magnitude can be funded, particularly with respect to a toll bridge and how that would impact local residents and businesses.

Summaries of public meetings and public comment received are provided in the following pages with summaries of comments received via the project web site and emails, and letters from the Rio Vista River Crossing Committee and committee member businesses.

The bridge study, along with public and stakeholder input/comment, was documented in a Draft Preliminary Bridge Report that was officially released by the STA Board on June 9, 2010 for public review and comment. The public comment period extended from June 10, 2010 through August 9, 2010.

Official comments were received from several agencies, including the City of Rio Vista, the Solano County Department of Resource Management, the Sacramento County Department of Transportation and Caltrans Districts 4 and 10. Full comment letters received from these agencies and comments received via email from other sources are included in the following pages.

Two comments were received inquiring about pages potentially missing from two of the report attachments. In attachment H, page 2 was not missing, there was a page number formatting error which has been corrected for the final report. In attachment E, the 17<sup>th</sup> sheet in the City of Coronado plans that were provided as an example of a project similar to the proposed bored tunnel at Rio Vista is not missing. It was not included as it is not relevant to the Rio Vista site.



## CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571  
Phone: (707) 374-6451 Fax: (707) 374-6763

City Council:  
Mayor Jan Vick  
Vice Mayor Ron Jones  
Council Member Jack Krebs  
Council Member Janith Norman  
Council Member Sam Richards

August 5, 2010

Janet Adams, PE  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun city, CA 94585

RECEIVED

AUG - 9 2010

SOLANO TRANSPORTATION  
AUTHORITY

Re: SR-12 Realignment/Rio Vista Bridge Preliminary Study

Dear Ms. Adams:

The City of Rio Vista, with input from numerous citizens groups and individuals, has evaluated the information in the Draft Rio Vista Bridge Preliminary Study and takes the following positions.

The City will support only a new structure with engineering and design characteristics that minimize impacts to and disruptions of local business and commerce; a structure that enhances local business and industrial development and guarantees ease of access of citizens into the future. Any new Sacramento River crossing must not destroy the unique characteristics of Rio Vista as a community and a city.

Rio Vista lies at the junction of the grazing and farmland of the Montezuma Hills and the fertile islands of the Sacramento-San Joaquin Delta. As such, it is a regional center for agricultural and recreational commerce. With the development of our waterfront, the Army Base, and our commercial/industrial sectors, we will be a Delta destination. Rio Vista has two main streets: the downtown filled with restaurants, shops, and other businesses, and Hwy 12 that provides a "second main street" with its vital highway commerce.

We have reached the conclusion that any alignment other than the current alignment through town would irreparably harm the economic base of our city. Other cities, such as Novato and Cloverdale spent years trying to recover their economy when Highway 101 bypassed their downtowns. We do not wish this to happen to Rio Vista – we might never recover.

The study consultant has recommended that the Northern Corridor Alignment (Alternative 4) not be studied further and we concur with that recommendation. We are asking that the Airport Road Alternative (Alternative 3) be removed from consideration. That alignment's close proximity to existing and planned residential and industrial developments would negatively impact residents and businesses in that area. Impacts to the airport's missed approach zone and the height of the bridge would make it impossible to extend the main runway, which is a part of the Airport Master Plan. Airport Road is the industrial hub of the city; we would be unable to simply move those existing industrial businesses to another area to provide for a new Highway 12 along Airport Road.

In public meetings and testimony before the City Council, considering limited access to downtown, conservation easements in the area and the impact of a high bridge and highway to the residential areas on that side of town, there has been almost no support for the Southern Alternative along Emigh Road. Therefore, we request that Alternative 5 be removed from further consideration.

The City of Rio Vista supports a new river crossing along the current alignment of Highway 12. The preferable structure would be a 4-lane tunnel, with a 2-lane tunnel as a possibility. Although this would cause some disruption in highway businesses, the consensus of the council and the audience was that since part of the tunnel approaching the water would be subterranean, it would be usable land. There was considerable concern relative to blight that frequently occurs under a bridge crossing approach, particularly since the approaches in this case would occur a considerable distance west on the highway.

The council felt that any changes/replacement of the current bridge must improve the safety and convenience of the citizens of Rio Vista and the surrounding region, including the Delta and eastern Solano County and not hinder the local economy. Any new crossing should protect and enhance the tax revenue stream that accrues from local and regional commerce and industry. The city seeks to ensure the continuing viability and success of local businesses that rely on the existing State Route 12 and would be unable to relocate should the highway be moved to another location.

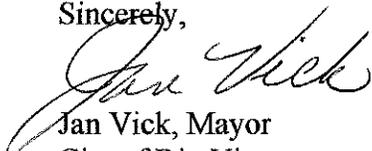
The city expects that any design of a new road would plan for ease of access onto and across the highway. Of particular concern is children crossing the highway to go to school have a safe passage.

The council and public testimony both abhor the imposition of a toll and request other alternatives be sought for funding and no consideration be given that source of funding. It seems to us the cost of the project and the importance of Highway 12 supplying Travis Air Force Base requires significant Federal funding.

Rio Vista is a regional center, particularly for the agricultural and gas well industry; local and regional traffic crosses the river several times a day. A toll would negatively impact the viability of many of these businesses. Most toll facilities are in urban areas, and are a part of living and commuting in those areas. Rio Vista is the center of a rural area, and while there is commute and inter-regional truck traffic, the bulk of the traffic is local and regional. Placing a toll on residents and local industry would be detrimental to the economy of the city and region.

We appreciate the opportunity to comment on the Rio Vista Bridge Realignment Study. Our city was designed, built and has grown around Highway 12, and we seek to maintain a vital economic base into the future.

Sincerely,



Jan Vick, Mayor  
City of Rio Vista

Cc: City Council  
Daryl Halls, Executive Director, STA  
STA Board of Directors



**SOLANO COUNTY**  
**Department of Resource Management**  
Public Works Engineering  
675 Texas Street, Suite 5500  
Fairfield, CA 94533  
www.solanocounty.com

RECEIVED

AUG - 6 2010

SOLANO TRANSPORTATION  
AUTHORITY

Telephone No.: (707) 784-6765  
Fax No.: (707) 784-2894

Clifford K. Covey, Interim Director

August 5, 2010

Solano Transportation Authority  
Attn: Janet Adams  
One Harbor Center, Suite 130  
Suisun City, CA 94585

Re: SR12 Realignment – Rio Vista Bridge Preliminary Study

Dear Janet:

Thank you for preparing the SR12 Realignment – Rio Vista Bridge Preliminary Study. It is important for the transportation planning agencies in the region to address the long-term future of the State Route 12 crossing over the Sacramento River. The existing drawbridge causes significant traffic congestion during times when it is open. In the future, these delays are expected to increase significantly. The efforts of the STA to explore future options for improving the existing conditions are appreciated.

Solano County has the following specific comments on the study:

Alternatives 3 and 4 contemplate a realignment of Highway 12 to the northeast in close proximity to the Rio Vista Airport. Any realignment of State Highway 12 is inconsistent with the current Airport Land Use Compatibility Plan for the Rio Vista Airport which shows the highway in its present location. The Airport Land Use Compatibility Plan would need to be updated by the Solano County Airport Land Use Commission to depict one of these new alignments in order for the alignment to be considered favorably.

Alternative 5 entails realigning Highway 12 to the southwest of its current location. Solano County would like to reiterate the comment contained on page 37 in the Alternative Challenges section of the report which states that a wind turbine project, Shiloh III, presently being processed through the County would be located on the property identified as part of Alternative 5. It is anticipated that action on the Conditional Use Permit and accompanying Environmental Impact Report will be completed in late 2010. The present turbine layout would preclude

Building & Safety  
David Cliche,  
Chief Building  
Official

Planning Services  
Mike Yankovich  
Program Manager

Environmental  
Health  
Terry Schmidbauer  
Program Manager

Administrative  
Services  
Suganthi Krishnan  
Sr. Staff Analyst

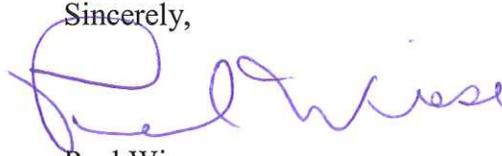
Public Works  
Engineering  
Paul Wiese  
Engineering Manager

Public Works  
Operations  
Wayne Spencer  
Operations Manager

Alternative 5 as presently shown in the study. However, it may be possible to develop a southerly alignment of SR12 that generally follows Emigh Road but returns to the existing SR12 alignment sooner in order to avoid the Shiloh III project.

Thank you for the opportunity to comment on this important study. Please call me at (707) 784-6072 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul Wiese". The signature is fluid and cursive, with a large initial "P" and a long, sweeping underline.

Paul Wiese  
Engineering Manager

- c. Mike Yankovich, Planning
- Jim Leland, Planning

U:/users/pwiese/data/word/STA/Rio Vista Bridge comment letter.doc

-----Original Message-----

From: Michael K Jones <michael\_k\_jones@dot.ca.gov>

Date: Tue, 17 Aug 2010 15:34:02

To: <jadams@sta-snci.com>

Cc: 'Joseph Aguilar' <joseph\_aguilar@dot.ca.gov>; 'Katie Benouar' <katie\_benouar@dot.ca.gov>; 'Lee Taubeneck' <lee\_taubeneck@dot.ca.gov>

Subject: RE: SR -12 Realignment/Rio Vista Bridge Draft Study Report for public review and comment

Hello Janet,

Thank you for the additional time to comment on this study. Below are our comments, on behalf of Caltrans District 4, with input from our Community Planning and Goods Movement branches.

Mike Jones  
System Planning  
Caltrans District 4  
Oakland, CA  
510-286 6228

The alternatives presented in the SR 12 Realignment/Rio Vista Bridge Preliminary Study vary in cost from around \$1.4 Billion to \$2.3 Billion, depending on what alignment and type of bridge is chosen. These figures exclude any additional cost for the associated widening of SR 12 between I-80 and I-5 to four lanes. Considering the cumulative cost, this would represent a significant investment for the Bay Area. Although this project is important, it would take a large share of the Bay Area's transportation funding without meeting goals on greenhouse gas reduction. It, therefore, could prove inconsistent with the Metropolitan Transportation Commission's (MTC) current strategies for the 2035 Regional Transportation Plan (i.e., One Bay Area) and its SB 375 goal of significantly reducing inward commuting into the Bay Area. The alternatives should consider the impact to GHG reduction targets and these policy goals.

We recognize that SR 12 has significant truck demand and could have increased potential as an inter-regional corridor for both freight and passenger trips which could warrant a SR 12 four lane facility and a four lane bridge in the future as proposed. However, the importance of SR 12 as a truck route needs to be put in perspective, as it parallels I-580 and is significantly contiguous with I-80- the Bay Area's main inter-regional truck routes. Considering the cost of widening SR 12, and the cost of a new four lane bridge, 2-lane bridge alternatives should be considered, perhaps including an interim 2-lane option expandable in the future. This might (see below) solve some of the issues associated with the existing bridge at a more feasible and lower cost.

Increased shipping use of the Sacramento River, as proposed by the Port of Sacramento, could present a conflict with the existing bridge. There is potential for further developing the Port of Sacramento to reduce overall truck miles, greenhouse gas emissions and air pollutants, and traffic to and from the Port of Oakland. Currently, there is minimal commercial ship traffic to the Port of Sacramento, but future development of this Port could result in multiple shipping movements per day. (Funding for this would be from the recently approved federal TIGER grant funding for the California Green Trade Corridor/Marine Highway Project representing the Ports of Oakland, Sacramento and Stockton [www.dot.gov/documents/finaltigergrantinfo.pdf](http://www.dot.gov/documents/finaltigergrantinfo.pdf) ). However, it is not known if these increases in maritime shipping will be freighters (requiring high bridge clearance) or barges requiring a lower clearance.

If the increase in maritime shipping is to be freighters, these will also impact the rail bridge at Benicia-Martinez. This bridge crosses access to both Sacramento and Stockton Ports and has to be raised for freighters; blocking the main rail route to and from the Bay Area. This bridge probably makes a better case for investment, especially if freighter traffic is to increase. (The study suggests that larger ships not barges are expected).

**DEPARTMENT OF TRANSPORTATION**

P.O. BOX 2048, STOCKTON, CA 95201  
(1976 E. DR. MARTIN LUTHER KING JR. BLVD. 95205)  
PHONE (209) 948-7943  
FAX (209) 948-3670  
TTY 711



*Flex your power!  
Be energy efficient!*

**RECEIVED****JUN 23 2010****SOLANO TRANSPORTATION  
AUTHORITY**

June 21, 2010

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

Dear Ms. Adams:

*Janet*

Thank you for providing an opportunity for the California Department of Transportation (Caltrans), District 10, to comment on the Draft Preliminary Bridge Report for the State Route 12 (SR-12) Realignment/Rio Vista Bridge project. While the proposed improvements fall within the geographical boundaries of Caltrans, District 4, District 10 is in agreement that the bridge improvements are needed to meet the corridor concept facility of 4-lanes, as identified in the 2006 SR-12 Corridor Study, which addressed SR-12 from State Route 99 to the Rio Vista Bridge.

Due to the location of the proposed improvements and the preliminary nature of the operational analysis, District 10, has no further comments at this time. However, we do look forward to an opportunity to review and comment on both the Project Study Report and the Project Report.

Sincerely,

A blue ink signature of Ross A. Chittenden, written in a cursive style.

ROSS A. CHITTENDEN  
District 10 Director

c: Ken Baxter, Deputy Director, Planning and Local Assistance  
Dennis T. Agar, Deputy Director, Maintenance and Traffic Operations



Municipal Services Agency

Department of Transportation  
Michael J. Penrose, Director

Steven Szalay, Interim County Executive  
Paul J. Hahn, Agency Administrator

## County of Sacramento

August 10, 2010

Ms. Janet Adams  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585  
Email: [jadams@sta-snci.com](mailto:jadams@sta-snci.com)

**SUBJECT: COMMENTS ON THE DRAFT PRELIMINARY BRIDGE REPORT FOR SR-12 REALIGNMENT/RIO VISTA BRIDGE PROJECT.**

Dear Ms. Adams:

The Sacramento County Department of Transportation has reviewed the draft preliminary bridge report for the subject project. We appreciate the opportunity to review this document and have the following comments to offer:

1. The project should evaluate the agricultural viability for the parcels through which the proposed alignments will bisect.
2. The connectivity of the farm producers should be evaluated. Please coordinate with the County and the affected property owners.
3. The project should evaluate the impacts on any recreational activities in the study area.
4. Please coordinate with the Sacramento County Department of Water Resources regarding potential flood plain impacts caused by the project.
5. Is the project proposing any interim operating improvements to this bridge? Please coordinate any such improvements with the County.
6. Please study the impacts due to right of way acquisitions for all of the study alternatives. We recommend that the property owners affected by various alignments be kept in loop early on to avoid any conflicts.
7. **Page 17. Table 2.** The intersection of SR 12 and SR 160 was analyzed as two way stop control but, it is currently signalized. Please correct the existing conditions level of service analysis to reflect this.

*"Leading the Way to Greater Mobility"*



Design & Planning: 906 G Street, Suite 510, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831  
Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363  
[www.sacdot.com](http://www.sacdot.com)

Ms. Janet Adams  
August 10, 2010  
Page 2

Should you have any questions, please feel free to contact Kamal Atwal at (916) 875-2844 or me at (916) 874-6121.

Sincerely,  


Dean Blank, P.E.  
Principal Civil Engineer  
Department of Transportation

DAB:ka

c: Mike Penrose, DOT  
Reza Moghissi, DOT  
Dan Shoeman, DOT  
Matt Darrow, DOT  
Kamal Atwal, DOT  
Mary Anne Dann, MSA  
George Booth, DWR

Susan,

I've looked into the Tunnel Study and associated attachments to that memorandum and have some information for you. The preliminary plan sheets from the Coronado tunnel study were included to provide an example of a bored tunnel similar to what is under consideration for the Rio Vista Study and to illustrate what was allowed for in the preliminary cost estimate for the Rio Vista tunnel option. Sheet 17 of the Coronado plans shows a staging area that was not included because it isn't relevant to the Rio Vista study.

For your information, I have attached sheet 17 of 17.

If you have any other questions, please let us know.

Best Regards,

Steve Mislinski, P.E.  
AECOM  
2020 L Street, Suite 300  
Sacramento, CA 95811  
916.414.1580  
916.396.3327 cell  
916.414.1557 fax  
www.AECOM.com

-----Original Message-----

From: Susan Estrada [<mailto:SEstrada@seenohomes.com>]  
Sent: Friday, June 25, 2010 10:31 AM  
To: Johanna Masiclat  
Subject: Draft Rio Vista Bridge Study - missing page?

Hi Johanna,

This concerns Attachment E (Tunnel Option ).

I am looking at those plans from the City of Coronado. It says at the lower right hand corner that there's a total of 17 sheets.

However, there is no page 17 posted on the website. If this page is available, could you please email us a copy?

Thank you for your help.

Susan Estrada  
Land Development  
A. D. Seeno Construction Co., Inc.  
4021 Port Chicago Highway  
Concord, CA 94520  
Ph: (925) 671-7711 x 361  
Fx: (925) 689-5979

Susan,

Thank you for your question and pointing out this item. There is no missing page in Attachment H. There was an error in the page number formatting that will be corrected for the final report.

Best Regards,

Steve Mislinski, PE  
Vice President  
Transportation  
Direct: (916) 414-1580  
Cell: (916) 396-3327  
steve.mislinski@aecom.com

AECOM  
2020 L Street, Suite 300 \* Sacramento \* CA 95811  
T 916.414.5800 F 916.414.1557  
www.aecom.com

-----Original Message-----

From: Susan Estrada [<mailto:SEstrada@seenohomes.com>]  
Sent: Friday, June 25, 2010 2:31 PM  
To: Johanna Masiclat  
Subject: Draft Rio Vista Bridge Study - Att. H - missing page?

Hi Johanna,

Page 1 is immediately followed by page 3. There is no page 2.

Is page 2 missing?

Please let me know.

Thank you,

Susan Estrada  
Land Development  
A. D. Seeno Construction Co., Inc.  
4021 Port Chicago Highway  
Concord, CA 94520  
Ph: (925) 671-7711 x 361  
Fx: (925) 689-5979

-----Original Message-----

From: mike  
To: Janet Adams  
ReplyTo: mike  
Subject: SR-12 Rio vista Bridge comment  
Sent: Jun 10, 2010 12:10 AM

Janet

As a Trilogy resident in Rio Vista the Airport Road Alternative is an unacceptable plan. Noise from the trucks would impact the quality of our life. The prevailing wind would greatly increase the impact of Noise. Trucks on SR12 continue to use Jake Brake or Jacobs Brake, compression release engine brakes that cause a loud chattering or "machine gun" exhaust noise. Airport road now provides safe access for Trilogy residents to Rio Vista. We can drive to downtown Rio Vista without crossing highway 12.

I find the discussion of budget and schedule laughable. I just returned from a trip to the mid west. We drove on four lane divided roads with overpasses for hours, miles and miles. These were roads to no where with almost no traffic. SR 12 is conservatively estimated at 35,000 vehicles per day. I doubt those highways have 35,000 vehicles per week or even per month. Most were in good condition but still were under repair with lots of equipment and people working. Months have gone by with no work on SR-12. SR12 has been neglected every excuse has been put forward, mostly to siphon off the money to build or improve other roads. It has been over 50 years since the Rio Vista bridge was built. Lodi has become a upscale community that wants access to the Bay Area and the Bay Area wants access to the Delta Area. Housing developments in the region have failed because of the high fatality rate on blood alley.

The Romans built roads on land like the Delta 2000 years ago, it is called engineering. Why can't all the shoulders be widened? Doesn't the preservation of human life trump environmental concerns?

Is there a schedule recovery plan, a risk mitigation plan? The only plan is to waste time and money studying the issues. The funding for actual roads continues to go elsewhere. Had this been addressed properly 25 years ago Billions would have been saved and hundreds of lives saved. Make a schedule for the completion date and make the planning portion support it. Divert funds from those roads to nowhere or has the lack of correct planning and lack of definition of the need for improvements on SR 12 made that impossible.

Mike Bedinger  
Rio Vista

[THIS PAGE INTENTIONALLY LEFT BLANK]

# Rio Vista Bridge

## Stakeholder Interview Summary

### DRAFT 09.24.08

#### Stakeholders Interviewed

Nine stakeholders were interviewed and four others were attempted. Interviews were conducted between Monday, July 21, and Friday, August 15, by phone. Interviews ranged from 15 minutes to one hour.

- Emi Theriault, City of Rio Vista Planning Manager
- Gary Adams, California Striped Bass Association
- Joe Rosewall, Montezuma Fire District
- John Kirlin, Delta Vision Blue Ribbon Task Force
- Linda Fiack, Delta Protection Commission
- Linda Lannon, Rio Vista Chamber of Commerce
- Mike Penrose, County of Sacramento Department of Transportation
- Robert Cattey, Highway 12 Association
- Tim Callahan, City of Rio Vista Planning Commission

#### Attempted stakeholders

- Charline Hand, Isleton Chamber of Commerce
- Michael Campbell, California Trucking Association
- Ray Schoch, Airport Land Use Commission
- Victor Mow, San Joaquin Council of Governments (SJCOG)

#### Stakeholder Interview Questions

A pre-approved list of questions was asked during each interview. A few organization specific questions were incorporated as well.

##### General Questions

- How often do you currently travel Highway 12? For what purposes?
- Do you experience delays on the bridge due to ship/water traffic? What are the impacts?
- How do you expect shipping traffic to change in the future? What impacts do you foresee?
- Explain how you envision the city of Rio Vista developing.
- If Highway 12 were re-directed, where do you think the road should be located (i.e. through town or at the edge of the city)?
- What should happen to the existing Highway 12 if the route were moved out of town?
- Highway 12 and the Rio Vista Bridge have a long history. Are there any elements you feel should be preserved? What resources should be used to pay for the long-term maintenance of those elements?
- In your opinion, what are the three biggest issues with Highway 12?
- What do you perceive as the key benefits of realigning Highway 12?
- What do you perceive as the key challenges of the project (i.e. impacts on business, traffic disruption, etc.)?
- How do you perceive the common commuter's outlook on the existing Highway 12 route?
- Would you be interested in participating in a community advisory committee?
- If a community advisory committee were developed, what should be its role?
- How do you think commuters would respond to a new bridge that required tolls? How would the additional cost compare to the current delays commuter experience due to water traffic?
- In your opinion, what are some of the tradeoffs associated with the following scenarios?
  - Tolls in lieu of long waiting times
  - Continued free access, but longer waiting times due to traffic congestion (water and automobile)

## **Strengths - Weakness - Opportunities - Threats**

- What benefit does Highway 12 provide to the Rio Vista region? (What are its strengths?)
- What would you consider the highway's greatest weakness?
- What benefits do you see as a result of relocating the highway?
- What benefits do you see as a result of leaving the existing roadway and infrastructures?
- What concerns do you have about future traffic and growth issues in this area?
- Under what circumstances should the city consider changing the Highway 12 route?
- What key issues must be addressed if route changes are made?
- Looking into the future, perhaps 15-20 years, how do you see traffic conditions in the area (both water traffic and motor traffic)?

## **Communication**

- How would you like to be notified initially about the Highway 12 project activities?
- How would you like to receive future communications?
- What can the city and the project team do to best inform potentially affected businesses, stakeholders and public?
- What do you see as the most effective way to communicate with potentially affected businesses, stakeholders and public (i.e. public meetings, newsletters, Web site, stakeholder meetings, traffic signs, etc.)?
- What elements of the project do you feel are most important? (i.e. traffic, safety, development, economy, etc.)?
- What individuals or groups should we meet with in coming months to share information about the project?

## **Specific Group Questions**

### *Highway 12 Association*

- How do you foresee the reaction to a potential route and bridge realignment? What would be the greatest concerns among members?
- From your members' perspective, what do you see as the biggest obstacles and opportunities related to the project?
- What issues/concerns would you like the city to consider during the planning process?

### *Municipalities (Planning Manager/Public Safety Commission)*

- How do you view the community's outlook on the existing conditions of Highway 12?
- What are your major concerns about possibly moving Highway 12?
- What economic impacts do you envision if Highway 12 is re-routed away from the downtown district and through agricultural areas?
- How do you think residents would respond to tolls?
- What issues/concerns would you like project consultants to consider during the planning process?
- What tools or information do you need to best prepare for future changes on Highway 12 and the bridge?
- If a new bridge were developed, what would you like to see happen to the existing infrastructure?
- If the old Highway 12 bridge were preserved, how would you like to see it used? How would that use be funded?

### *Delta Protection Commission*

- What are your perceived impacts?
- What do you consider the biggest obstacle for future plans along Highway 12?
- What role would you like to have in the planning process?

### *California Striped Bass Association*

- If a new bridge were developed, what concerns would you have regarding the construction process?
- What would help alleviate those concerns?
- Do you have an environmental impact concern based on the construction of a new bridge?
- What is the best way to communicate with members of your association?
- What information would you like to be informed about as the planning process continues?

### *Delta Vision Blue Ribbon Task Force*

- What are Delta Vision's current benefits regarding the Rio Vista Bridge's impact on the Delta? What do you see as concerns?
- What are Delta Vision's benefits regarding realignment of the Rio Vista Bridge? What do you see as concerns?
- How would bridge realignment affect the Delta? Short-term? Long-term?
- What could be done to minimize the Rio Vista Bridge's impact on the Delta and its environment?
- How would bridge realignment support Delta Vision's goals? How would it hinder your goals?
- How would bridge realignment affect transportation along the Delta?

## **Recommended City Council Questions**

In addition to the general questions listed above, we recommend the following questions for the Rio Vista City Council:

- What are your perceived impacts of Rio Vista Bridge realignment?
- What do you consider the biggest obstacle for future plans along Highway 12?
- How would the City of Rio Vista benefit from bridge realignment?
- How would bridge realignment impact development?

## **Interview Summary**

Stakeholder interview feedback is summarized by topic and identified as a public outreach challenge or opportunity below. The summary will be used to guide the outreach plan development.

### **Rio Vista Bridge/Highway 12 - General Project Feelings**

#### *Challenges:*

- Majority of stakeholders are skeptical and frustrated about the project because there have been many studies resulting in little forward progress.
- Stakeholders want to understand pros and cons of all potential alternatives. They want clear understanding of how final selection will be determined.

#### *Opportunities:*

- Majority of stakeholders agree that growth and development in Rio Vista is inevitable, so long-term planning is needed. A public outreach focus on long-term planning may result in increased public participation.
- Many stakeholders want to evaluate the Rio Vista Bridge in respect to big-picture, regional traffic issues.

### **Rio Vista Bridge/Highway 12 - Realignment**

#### *Challenges:*

- Stakeholders generally don't support bridge realignment around/out of town.
- Opposition fears negative impacts to business and development while supporters are concerned with community safety.

#### *Opportunities:*

- Most stakeholders are interested in bridge realignment, but doubt the project will move forward to construction.
- Majority of stakeholders would support Highway 12 realignment if it were to happen.

## Bridge Elements

### *Challenges:*

- Majority of stakeholders want to preserve the small town, historic value of Rio Vista.
- Bridge design preference is split between a tunnel, high-rise structure and overhead bridge.
- Stakeholders are not in agreement about what to do with the existing bridge if a new one is built.
- General feelings regarding a toll are split, but mostly negative because of the current economic status and existing no-toll bridge. Most would like to explore other funding options.

### *Opportunities:*

- If a toll were to be imposed, some stakeholders would appreciate toll-specific outreach to address public questions.

## Public Outreach

### *Opportunities:*

- Most stakeholders would support a community advisory committee and would be willing to participate.
- Most stakeholders agree that the role of the community advisory committee should be strictly advisory and consist of two sub-groups with distinct focuses:
  - Stakeholders – address community and local concerns, includes residents, local organizations and groups
  - Technical – explain technical information to the community and educate on decision rationale, includes City, project team, other government agencies
- Stakeholders generally prefer public workshops to receive communication with a supplemental online resource or Web site.
  - Public workshop
    - Evenings preferred
    - Local venue in Rio Vista
    - Separate meetings for each specific area – Solano, Lodi/Stockton, Walnut Grove
  - Online resource/Web site
    - Use as an alternative for those unable to attend meetings
    - Provides opportunity for ongoing input and comments
    - Serves as central hub for meeting minutes, notes
- Most stakeholders do not prefer to receive communications through email, but instead through local newspapers and organization newsletters, radio, public access television channel and local venues (e.g. restaurants, library).

## Strategic Plan

Often times, public outreach programs are based on assumptions about audiences, messages and mediums. However, an effective, measurable public education program begins with public opinion research. Research reinforces or disputes assumptions, provides insight into important or controversial issues and lends greater credibility to recommended actions. Most importantly, research provides benchmarks that can be used to evaluate whether or not a program reaches its goals.

Results from the stakeholder interviews will be incorporated into a strategic public outreach plan for the Rio Vista Bridge project. The plan will be the guiding document for outreach efforts and serve a dual purpose by identifying how and why people will be informed. The plan will include elements such as objectives, challenges and opportunities and target audience analysis to encompass recommendations and preferences identified by stakeholders. Although outreach planning efforts attempt to anticipate all potential obstacles and issues, unexpected situations do occasionally occur. Therefore, the plan will include a proactive and responsive issues management strategy.

**SR-12 Realignment/Rio Vista Bridge Preliminary Study  
Public Information Workshop No. 1  
Meeting Recap -- 6-8 p.m., May 28, 2009  
White Elementary School, Rio Vista**

**Project Team Representatives**

Janet Adams, STA  
Eric Cordoba, Cordoba Consulting  
Luiz Zurinaga, Consultant  
Steve Mislinski, LAN Engineering  
Bob Fish, LAN Engineering  
Keen Poong, LAN Engineering  
Bill Mayer, LSA  
Kim Floyd, LucyCo Communications

**Summary**

On May 28, approximately 70 community members attended a public information workshop for the SR12/Rio Vista Bridge Preliminary Study at White Elementary School in Rio Vista. Janet Adams, Deputy Executive Director/Director of Projects at Solano Transportation Authority, opened the session by welcoming attendees and introducing project team members.

Project Manager Steve Mislinski of LAN Engineering presented a general session-style overview of the project history, purpose, goals and objectives. In addition, he highlighted opportunities for public involvement. Following the overview, project engineers and consultants invited participants to visit three breakout stations -- two technical and another for public information -- to ask questions, get more specific information, and provide feedback and input.

A total of nine comments were formally submitted in writing at the meeting. Additional comments are being collected through online postings and via emails sent to project representatives.

**Comments Submitted On May 28**

- The bridge route should remain as it exists now—same route. If a new route is chosen it will diminish the viability of existing businesses along Hwy 12 route. Many of these businesses are incredible supporters of all things Rio Vista and they would have a terrible time competing with chain stores that would most likely take the new routes locations.
- It is a long-awaited improvement. We sincerely hope that the project considers the high volume of traffic that converges upon “little ‘ole Rio Vista” and projects/trends increased traffic demands well into the future.
- How does this “preliminary study” advance the prospects of a new bridge over that of several proceeding studies? Why is an additional \$380,000 being funded for this?
- I’m a kid and I am mad because the green line goes through my house.
- To avoid another Hwy 101 it would be better to build a new freeway from Hwy 80 to Hwy 5. Start behind Budweiser over Hwy 12 at Shiloh, behind (south of Travis) and behind Trilogy. Over Sac River and other levee areas staying north of Hwy 12 to Hwy 5. Leave Hwy 12 as an improved, safer road between Fairfield and Rio Vista.

- How did you come to the 40 times a day bridge opening? What property does the city own along the proposed alternatives? What about businesses and impacts associated with moving the bridge?
- How likely is it that a new bridge will end up being to toll bridge? I am worried that an alternate route will devastate existing businesses that depend on the traffic that we get through town.
- I suspect that the problems with the 2 northern routes will raise serious issues (airport, wet lands, flood zone, etc). This only means one really viable route...the southernmost one.
- Please start next meeting later. Please have public question and answer period.

**SR-12 Realignment/Rio Vista Bridge Preliminary Study**  
**City of Rio Vista Council Workshop**  
**Meeting Notes**  
**4-6 p.m., August 26, 2009**  
**City of Rio Vista Council Chambers**

**Project Team Representatives**

Janet Adams, STA  
Eric Cordoba, Cordoba Consulting  
Steve Mislinski, LAN Engineering  
Keen Poong, LAN Engineering  
Bill Mayer, LSA

**Summary**

On August 28, the Rio Vista City Council held a Special Meeting which provided STA with the opportunity to update the City on the progress of the Bridge Study. Janet Adams, Deputy Executive Director/Director of Projects at Solano Transportation Authority, provided background information on the project and requested that the City Council provide written communication to STA providing input with regard to their concerns and issues they would like addressed by the project, as well as specific outcomes they would like to see as part of the project.

Project Manager Steve Mislinski of LAN Engineering presented a project review and update which consisted of a brief project history and overview, discussion of the project need and purpose, presentation of the full project delivery process, a summary of the May Public Workshop, comparison of potential corridors and a summary of project next steps. The presentation was intermixed with discussions between the City Council, the project team and residents that were in attendance.

**Summary of Comments/Discussion**

- Increasing traffic along SR12, including increasing truck traffic, along with corridor safety issues are driving the need for an improved facility. Traffic projections show that a 4-lane facility is needed. The Council noted that truck traffic is very high and appears to be greater than reported by Caltrans. The City will have Fehr & Peers release traffic forecasting and analysis that has been completed for the Del Rio Hills EIR to assess this issue.
- Is a tunnel being considered – a tunnel will be investigated for the alternative along the existing SR12 alignment. The tunnel type studied will be a bored tunnel, as a tube/cut-and-cover tunnel would pose not only severe environmental issues, but would also encounter permitting issues through the Coast Guard as construction would have significant impacts on shipping.
- Based on a meeting with the Port of West Sacramento, there are plans to increase shipping traffic to as much as 120 large ships per year. Currently, the Port is receiving one or two ships per month. It is also expected that barge traffic will be increasing. Based on the bridge operation log for the past year that was obtained from Caltrans, the bridge is currently operated, on average, 4 to 10 times per day.
- The project is seeking to identify feasible corridors to allow the City to incorporate them into the General Plan so that there is a mechanism in place to prevent development or other projects from precluding a currently feasible corridor. It was pointed out that there is already a project that could preclude or significantly impact a southern option. The Shiloh III wind turbine project is currently in the environmental phase and is proposing to construct wind turbines east of

Azevedo Road, south of SR12. To avoid precluding a southern option, the Shiloh III project would need to provide an opening for the roadway. The City will provide comment on the Shiloh III project EIR.

- With respect to the southern corridor, the City commented that it would be better to move the corridor further to the south along Emigh Road away from the planned Del Rio Hills development. LAN will revise as requested.
- It was noted that the southern corridor moves traffic away from the industrial area and planned business park that are located on the north side of town between Airport Road, SR12 and the River. The Council expressed concern that moving the through traffic away from local business will result in economic decline.
- The City noted that they are now trying to develop the old Army Base to take full advantage of its prime location. A crossing over the base may not be consistent with their current plans. A crossing to the south over the waste water treatment plant may be a better option.
- It was discussed that the City Circulation Element needs to be reviewed with respect to each alternative and that it would be helpful to show City zoning in the project exhibit.
- A question was asked regarding Eminent Domain and whether or not the State would use it to secure R/W. The project team cannot predict what will happen during R/W acquisition, but noted that Caltrans will need to follow existing law in acquiring R/W.
- The City noted that economic impact is a very important issue and that any alternative studied that would bypass the City should undertake an economic impact analysis. It was noted that this would be required during the environmental phase of the project.
- The City questioned how the land owners (particularly along the southern alternative) felt about the potential for a facility through their property. It was noted that several key stakeholder interviews were completed last year and any info from interviews of those land owners would be forwarded to the City.
- A local citizen suggested that the City hold a workshop for residents to discuss the project and come up with alternatives that they feel are appropriate. The Council agreed that it would be beneficial.
- The potential for the new bridge being tolled was discussed. It was pointed out that a project of this magnitude (an estimate update was done for the southern alternative from the 1994 Study and the project cost in today's dollars is approximately \$690 Million) would need to draw on all funding options to have a chance at being constructed. The local residents in attendance pointed out that crossing the river is not optional for them, but rather a necessity. As such, they feel that they should not have to pay a toll.
- The City requested that the presentation and updated project exhibit be posted on the project web site.
- A local resident made the comment that the existing alignment does not make sense because it divides the town and will only get worse with increased traffic and a larger 4-lane facility. It was also stated that an alignment to the north of the airport through the marshy area appears inappropriate.
- The residents in attendance stated that the southern corridor makes the most sense.
- The Council voiced concern regarding access and want to make sure that alternatives include enough access points.



**SR 12/Rio Vista Bridge Preliminary Study  
Public Information Workshop No. 2  
DRAFT Meeting Recap – 6:30-8:30 p.m., Feb. 25, 2010  
White Elementary School, Rio Vista**

**Project Team Representatives**

Janet Adams, Solano Transportation Authority

Eric Cordoba, Cordoba Consulting

Steve Mislinski, AECOM

Bob Fish, AECOM

Keen Poong, AECOM

Bill Mayer, LSA

Lucy Eidam, LucyCo Communications

**Summary**

On February 25, 2010, approximately 70 community members attended a public information workshop for the State Route 12/Rio Vista Bridge Preliminary Study at White Elementary School in Rio Vista. Lucy Eidam from LucyCo Communications opened the session by welcoming attendees and stating the meeting purpose as an opportunity to hear a project update about project alternatives and navigational constraints and let participants know the meeting was not being held to select an alternative. She then introduced Councilmember Jack Krebs.

Councilmember Krebs welcomed the meeting participants, provided a brief project background and stated that the City of Rio Vista requested the study to be undertaken. He then introduced Janet Adams, Deputy Executive Director/Director of Projects at Solano Transportation Authority, who provided an overview of the State Route 12/Rio Vista Bridge Preliminary Study and an overview of the State Route 12 Major Investment Study that will be underway in the next month to study the route from I-80 to I-5.

Before the meeting was turned over to Project Manager Steve Mislinski of AECOM, Lucy Eidam stated that everyone would be asked to complete comment cards for any comments they would like recorded in the meeting recap. Steve Mislinski presented a detailed overview of the project history, purpose, goals, objectives and alternatives (see PowerPoint presentation that is available for download in PDF format along with simulations of potential routes at [www.riovistabridge.com](http://www.riovistabridge.com)). In addition, he highlighted the public outreach conducted as part of the project:

- Summer 2008 Stakeholder Interviews
- September 24, 2008 Special Meeting of the Rio Vista City Council
- May 21, 2009 Public Workshop
- August 26, 2009 Special Meeting of the Rio Vista City Council
- May 2009 Public Workshop

A question-and-answer and comment session followed and the project team stayed after the Q&A to answer questions one-on-one after the formal presentation was complete.



## Summary of Question and Answer Session Themes

Specific comments were provided on the comment cards as indicated in the following section of the recap; however, during the question and answer session, topics mentioned more than once included impact of a toll fee, impact on private property and landowners and impact of truck traffic on the local community.

Concerns about tolls were the most frequently mentioned by the participants. Comments ranged from how the toll would negatively impact businesses (several indicated that businesses would go out of business if a toll were put into place) to how detrimentally residents would be impacted, especially those who frequently travel across the bridge several times each day. One person indicated that a toll would be all right in their mind for truck traffic.

One person stated that landowners who would potentially be affected just outside Rio Vista should be included as stakeholders. Another stated that jurisdictions on the other side of the river should be involved in the study.

## Comments Submitted On Comment Cards

Eighteen comments were formally submitted in writing at the meeting as indicated below.

- Working people cannot afford the tolls.
- I absolutely do not support or agree with putting a toll on the new bridge. I am also questioning the accuracy of your traffic flow projections.
- Try to impact as few residents as possible. Thinking long term, hold down noise and hold down traffic within city. Hold down long term costs. Build a tunnel or bridge where the maintenance costs can be kept to a minimum. No tolls. Build a bridge/tunnel with very low impact, then no tolls.
- I prefer to see the southern crossing, which seems to have the least impact on existing homes. I would not be in favor of putting a general toll on the existing bridge, but I would support a toll on the big rigs crossing the existing bridge.
- The effect of a toll will be devastating to local businesses that depend on going to Lodi and Stockton for supplies. To put a toll on the Rio Vista Bridge is an anti-business action.
- I live in Isleton. The project is going to kill shopping at Lira's. Once a week, I attend classes at the senior center for \$3. A toll would be detrimental to all this.
- I am very, very disappointed in this study as a property owner that would be greatly impacted by this bridge relocation. As a property owner, we have NO communication with either the city or any official that is assigned to this study. I believe the decision has been made and I believe that this puts my family and me at a disadvantage if our property is going to be condemned. This is not our first experience with these types of projects. CalTrans, DWR and Fish and Game. We have been dealing with these types of issues (land use). I expect a meeting ASAP.
- Regarding the southern alternative, the land that will be used for the bridge is under a conservation easement funded by the California State Department of Conservation. There are numerous endangered and threatened species on that property. Environmentalists would object to this route.



- The Seeno development is non-viable and that land should be used for the bridge. It is very unlikely given the current and future economy that housing development will take place. The development agreement should be changed and a new (i.e. bridge) use found for that land.
- The Canright Road alignment goes through wetlands and would also wipe out a future gas well drilling location that has been designated for future drilling. The future drilling location is the southwest corner of the northern one-fourth section of Brann Ranch.
- The general plan update ten years ago explicitly considered the four alternatives that you present now. We purposely decided on Airport Rd for the following reasons: to protect the Montezuma Hills and agriculture there, to reinforce the idea of an industrial area, to protect the DP2 and to keep from isolating Rio Vista. This decision expressed the views of the community. It is wrong to violate our current general plan.
- The primary problem on Highway 12 is trucks. If trucks are prohibited from Highway 12, then traffic is no longer a problem.
- If you increase Highway 12 to four lanes and the bridge to four lanes, the traffic will only increase. If it remains a route that slows people down, people won't choose to take it.
- This was an excellent presentation of the alternatives. It was explained well.
- Hooray for Jeannie McCormick. Take her comments to heart. In spite of all the meetings, it sounds to me that you are planning without really listening! (This is my first meeting)! Joe Awender's land would be split in half. What kind of planning is that? Imminent domain? Maybe we need a tunnel from the city limit on Highway 12 all the way across the river! (I'm only kidding!)
- I do not like to be held hostage by developers who may or may not ever contribute to our community. Their entitlements should be invalidated. Proceed with the Airport Road alternative only. It has the most advantages and fewest disadvantages. Get the trucks off our local roads-have them use I-80 and I-5.
- Twenty years from now? The town will be gone! Studies have been going on since 1999!

Several participants included their name on the comment cards, which were provided to the Solano Transportation Authority; for privacy reasons, they are not included in the recap.

[THIS PAGE INTENTIONALLY LEFT BLANK]

**SR 12/Rio Vista Bridge Preliminary Study  
Public Information Meeting  
Chamber of Commerce, Rio Vista  
DRAFT Meeting Recap – 8:00-10:15 a.m., Apr. 22, 2010  
Raul's Striper Cafe, Rio Vista**

**Project Team Representatives**

Daryl K. Halls, Solano Transportation Authority  
Janet Adams, Solano Transportation Authority  
Eric Cordoba, Cordoba Consulting  
Steve Mislinski, AECOM  
Keen Poong, AECOM

**Summary**

On April 22, 2010, approximately 55 participants attended a public information meeting organized by the Rio Vista Chamber of Commerce for the State Route 12/Rio Vista Bridge Preliminary Study. The meeting was held at Raul's Striper Café in Rio Vista. Mary Peinado, the Executive Director of the Rio Vista Chamber of Commerce opened the session by welcoming attendees and stating the meeting purpose as an opportunity obtain information, to make comments and to ask questions of the project team concerning project alternatives and navigational constraints.

The project team introduced themselves and then Mr. Halls welcomed the meeting participants, presented a project overview and discussed the project background from a funding perspective, provided information regarding the State Route 12 Major Investment Study that will study SR12 between Interstates 5 and 80, as well as the long range plan for the SR 12 corridor. He then turned over the meeting to Steve Mislinski, Project Manager for AECOM, who presented a more detailed overview of the study activities to date.

The detailed presentation covered the project history, purpose, goals, objectives and alternatives. In addition, he highlighted several advantages and disadvantage for each alternative and pointed out the bridge touch-down locations and potential impact areas.

A question-and-answer and comment session followed and the project team stayed after the Q&A to answer questions one-on-one after the formal presentation was complete.

The project team also provided the URL for the project website: "[www.riovistabridge.com](http://www.riovistabridge.com)" and STA website: "[www.sta.dst.ca.us](http://www.sta.dst.ca.us)" as source to obtain the latest project information. An RSS feed is also available for registered users who want to get latest project development news.

**Question and Answer Session**

Below are representative questions and statements that were made by the participants (please note that questions and comments were not recorded, but rather transcribed as they were made. As such, the following may not be verbatim) :

1. When is the project study initiated? When will the Project Approval and Environmental Documents phase be started?
2. At what point will the City Council vote on a preferred alternative?

3. For the Airport Blvd Alternative, is there a noise mitigation measure? Will there be a need for on and off ramps? We want to know more information about it.
4. How much would a toll be?
5. It seems that the Tunnel Option is not presented with the same detail as the other alternatives. Is the Tunnel Option being considered seriously?
6. Is there any way to decrease truck traffic going through town? Please consider other options to eliminate truck route going through town.
7. If the proposed new bridge is tolled, will the City of Rio Vista get any of the toll money?
8. I have small business in the town. I feel that I didn't obtain enough project information so far. How do I get to know more information about the project and provide input?
9. Why is the local community being sacrificed for the connection of regional routes? Don't think that a toll on a bridge is a good strategy. Instead, consider to set toll for ship channel, like a container fee.
10. How long will the project take to complete? How is the current state budget situation affecting us?
11. I oppose the Airport Blvd Alternative since it will create noise pollution.
12. Who came proposed the Airport Blvd Alternative as a preferred route in the general plan? Who has the right to make the decision for the alternative selection?
13. Are other tunnel types being considered, such as a Tube? What will happen to local business if the route 12 is being realigned? Where can the community find the economic impact study?
14. When will the project information be released to the public? There is incomplete information with the current study, such as tunnel study and economic impacts.
15. Could you provide examples of Cities that have improved business after relocating a highway to a bypass.
16. It seems like the Tunnel Option has less impact to residences and businesses. Is there any way to get a relief from right of way take? If not, I think that the value of the town will go down.
17. Has an option been considered to construct one tunnel now for one direction and keep the existing bridge in service for the other direction of travel?
18. What is included in the right of way estimate? The estimate for right of way impacts doesn't seem to include the business impacts or economic impacts. Can that information be included in the study and documented in the report?
19. I just want to thank STA for putting this meeting together. Thanks Janet for having this meeting. I feel much better informed.
20. I feel that if the project is tolled, it will never be paid off.
21. There are children commuting to school from Isleton. A toll bridge will become a financial burden to families that need to bring their children into Rio Vista for school.

# **SR 12/Rio Vista Bridge Preliminary Study Airport Commission Meeting, Rio Vista DRAFT Meeting Recap – 7:00 p.m., May 17, 2010 City Hall, Rio Vista**

## **Project Team Representatives**

Janet Adams, Solano Transportation Authority  
Eric Cordoba, Cordoba Consulting  
Steve Mislinski, AECOM  
Keen Poong, AECOM

## **Summary**

On May 17, 2010, the SR 12/ Rio Vista Bridge Project Team was invited by the Airport Commission to present a briefing for the State Route 12/Rio Vista Bridge Preliminary Study, and to discuss the route alternatives with regard to potential impacts to the existing airport operations and future expansion plans. The meeting was held at City Hall in Rio Vista.

Steve Mislinski, Project Manager for AECOM, presented an overview of the study activities and highlighted the potential proposed project encroachment into the flight zones and the elevated structures that have potential conflicts with the airport take-off and landing paths.

A question-and-answer and comment session followed and the project team stayed after the Q&A to answer questions one-on-one after the formal presentation was complete.

## **Question and Answer Session**

Below are representative questions and statements that were made by the airport commission (please note that questions and comments were not recorded, but rather transcribed as they were made. As such, the following may not be verbatim).

1. Will the traffic be accommodated with the proposed roadway?
2. What would the difference in traffic consideration between the mid-level and high-level bridge?
3. Have you considered high-level bridge on existing alignment alternative?
4. Do you think it is going to be a toll bridge?
5. If you are going to do tunnel option, where is the likely location?
6. If the City is willing to pay extra fund for the Tunnel option, what is the trade-off?
7. For tunnel option, is tube tunnel out of the consideration?
8. Please consider alignment cutting through Riverwalk Development.
9. Southern Alignment will separate Shilo III Wind Farm and split existing farmland into halves.
10. What is the tallest portion of the bridge?

**SR 12/Rio Vista Bridge Preliminary Study  
City Council Meeting, Rio Vista  
DRAFT Meeting Recap – 7:00 p.m., May 20, 2010  
City Hall, Rio Vista**

**Project Team Representatives**

Daryl K. Halls, Solano Transportation Authority  
Eric Cordoba, Cordoba Consulting  
Steve Mislinski, AECOM  
Keen Poong, AECOM

**Summary**

On May 20, 2010, the SR 12/ Rio Vista Bridge Project Team was invited by the City to present an update for the State Route 12/Rio Vista Bridge Preliminary Study listed as Item No. 5 of the City Council meeting agenda. The meeting was held at City Hall in Rio Vista.

During the beginning of Agenda Item No. 5, Mr. Halls welcomed the meeting participants, presented a project overview and discussed the project background from a funding perspective, provided information regarding the State Route 12 Major Investment Study that will study SR12 between Interstates 5 and 80, as well as the long range plan for the SR 12 corridor. He then turned over the meeting to Steve Mislinski, Project Manager for AECOM, who presented a more detailed overview of the study activities to date.

The detailed presentation covered the project history, purpose, goals, objectives and alternatives. In addition, he highlighted several advantages and disadvantage for each alternative and pointed out the bridge touch-down locations and potential impact areas. Issues of tunnel option and study of the potential conflicts of the airport expansion plan was also presented.

A question-and-answer and comment session followed and the project team stayed after the Q&A to answer questions one-on-one after the formal presentation was complete.

**Question and Answer Session**

Below are representative questions and statements that were made by the participants (please note that questions and comments were not recorded, but rather transcribed as they were made. As such, the following may not be verbatim). A more detailed audio account of the questions and comments is available from the City.

1. Is the tube tunnel being considered? If not, why not?
2. Is vehicle carrying hazardous material allowed to pass through tunnel?
3. How is the maintenance of the bridge/ tunnel being monitored?
4. How will the toll bridge bonding be provided?
5. When will the shipping traffic increase in the future?
6. Why does the shipping traffic has more priority than the vehicular traffic during conflicting traffic crossing?
7. What is the noise mitigation being considered for the Airport Blvd Alternative?
8. Can the shipping channel be pushed to further east?

9. Ford Chevrolets is probably the biggest employer in the City of Rio Vista hiring local residents. Business will be seriously impacted by the project. I request that the existing route to be maintained.
10. I prefer bridge over tunnel option since bridge is a signature landmark of City of Rio Vista.
11. The General Plan of the City has Airport Blvd as industrial area and alongside SR 12 as commercial area. If we flip-flop the main passing route to Airport Blvd, industrial business will be forced to move out.
12. I am afraid that the small business of the town will go out of business with the proposed project. Freeway bypass will cause the town turning into ghost town.
13. I recommend Airport Commission to eliminate Airport Blvd Alternative and support existing route with Tunnel Option.
14. I believe that toll stations will slow down traffic due to stopping traffic.
15. Ships should be restricted to pass Rio Vista Crossing during certain time frame in order to reduce traffic conflicts.
16. I believe that the City has to do something to improve the existing SR 12 situation. I want to compliment the consultant and project team that our concerns and comments have been heard and time over time, I see improvement on the presentation slides and more information and studies are provided to the public here.

[THIS PAGE INTENTIONALLY LEFT BLANK]

# 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.

[THIS PAGE INTENTIONALLY LEFT BLANK]



# **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

Mike Regan; Jim Spering; Barbara Kondylis; John Vasquez; Linda Seifert  
675 Texas Street, Suite 6500  
Fairfield, CA 94533

Caltrans District 4

Bijan Sartipi, District Director  
P.O. Box 23660  
Oakland, CA 94623-0660



est. 1948

242 N Front Street  
Rio Vista, CA 94571  
PH: (707) 374-6438  
FAX: (707) 374-6430

[www.dolktractorcompany.com](http://www.dolktractorcompany.com)

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](mailto:rickdolk@dolktractorcompany.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

McCormack Sheep & Grain  
P.O. Box 565  
Rio Vista, CA 94571

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.

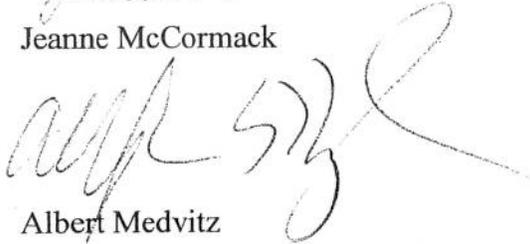
We are in a rural area and our communities are very different from the urban and suburban places where bridge tolls are imposed in the Bay Area. The toll would be a hugely unjust imposition and ultimately would increase the price of local food.

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  
1 Main Street  
Rio Vista, CA 94571

Solano County Board of Supervisors  
675 Texas Street, Suite 6500  
Fairfield, CA 94533

Caltrans District 4  
P.O. Box 23600  
Oakland, CA 94623

# 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.

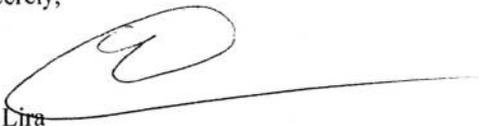
With regard to the second major concern, the toll on the existing bridge, the resulting impact to the Rio Vista community is quite simple. With over 50% of our daily deliveries coming from the Sacramento county side of the bridge, a toll on these companies delivering to us on a daily basis would result.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

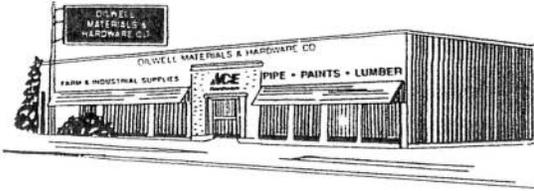
707-374-5399

[jim@lirassupermarket.com](mailto:jim@lirassupermarket.com)

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

Solano County Board of Supervisors  
Mike Regan; Jim Spering; Barbara Kondylis; John Vasquez; Linda Seifert  
675 Texas St, Suite 6500  
Fairfield, CA 94533

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



*Oilwell Materials & Hardware Co., Inc.*

506 HIGHWAY 12 • PHONE (707) 374-6434  
P.O. Box 815 FAX (707) 374-5749  
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  
707-374-6434  
[juliedmcc@yahoo.com](mailto:juliedmcc@yahoo.com)

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 Spering; 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

# The Point Waterfront Restaurant

---

Serving the Delta Since 1964  
www.pointrestaurant.com  
120 Marina Dr.  
Rio Vista, Ca. 94571  
707-374-5400  
707-374-2542 fax

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.

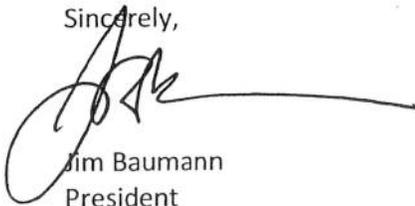
I am also concerned about the financial impact of a toll on the citizens and businesses of Rio Vista and Isleton. There are businesses and ordinary citizens based in Rio Vista, Isleton, Walnut Grove and surrounding areas who use the bridge multiple times a day. A need to pay a frequent, even daily, toll 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](mailto: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 Spering; 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

[THIS PAGE INTENTIONALLY LEFT BLANK]



**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 may 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 th 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



Item 5.  
after pkt dust.

# Paul Graham Drilling

and Service Company

May 10, 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:**

My name is Kevin Graham, I am the President and major shareholder in Paul Graham Drilling and Service Company which is located at 2500 Airport Road. We are primarily engaged in the drilling of natural gas, oil and geothermal wells in California. We have been headquartered in Rio Vista since our beginning in 1968. We currently employ a total of 125 employees 42 of which live in Rio Vista or the surrounding areas. Approximately six years ago, we purchased our Airport Road property with the intention of developing it to be a premier fabrication and repair facility to support our company as well as the local natural gas, agricultural and service related companies. To date we have achieved this with a multi-million dollar investment. Since this development we have purchased adjacent property and are presently in the process of purchasing a significant amount of additional property, all on Airport Road and neighboring our current property. We have the full intention to develop this property to encourage the industrial and manufacturing growth that the City so desperately needs. With zoning as it is currently and with proper planning and development we can save and create jobs that are so badly needed in our community. Airport Road is and should continue to be the industrial sector of Rio Vista, it is a perfect fit.

When I learned that you are likely to recommend the new bridge route to be situated along Airport Road, I was quite astonished. This will certainly put a wrench into future industrial development plans for this road. As depicted on your website not only will it cut off our front door and make it our backdoor but it will change the zoning to that of a commercial plan. As I am sure you are aware, industrial and manufacturing planning needs adequate means of ingress and egress which a divided double lane highway will negate.

I am surprised and disappointed, that in conducting a study of this magnitude that will undoubtedly have far reaching impacts to the economic future of this community, that those conducting the study failed to contact any of the businesses or landowners impacted on either Highway 12, Airport Road, or the Downtown area. This would have been both a common courtesy and a great source of insight into the impact this plan might have.

As a long time Rio Vista citizen as well as a long time business owner I have established many friends in the business sector of Rio Vista. Many of which have their businesses located on the current Highway 12 route, the commercial sector. I have talked with all of them and they have told me that the car count is extremely important to their businesses, if not crucial. By moving this route away from the current route this will undoubtedly impact the local commercial business severely if not fatally.

With this in mind, I understand the need for a new crossing. (1) Our bridge is at or near its life expectancy. (2) Highway 12 is and will be a beneficial corridor for the County and the State. (3) The ship traffic will increase substantially as the Port of Sacramento is developed.

I truly believe that a suitable bridge or a tunnel can be designed in such a way as to keep the route the same with minimal displacement of property and businesses. If we can achieve this it will be consistent with the zoning ordinances of the City and will have the least impact of the existing businesses.

I encourage you to be mindful of the needs of our City and to recommend that the new crossing route to be that of the current route. I have joined a local business group name the Rio Vista River Crossing Committee to help see this through. I share the same views of the committee and I intend to help in any way that I can. I want to ensure that our new crossing is not only efficient but most importantly benefits our City for the many years to come.

I can be reached for comment either by the phone numbers listed on this letterhead or by email at [kevin@paulgrahamdrilling.com](mailto:kevin@paulgrahamdrilling.com)

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Graham', written over a circular stamp or mark.

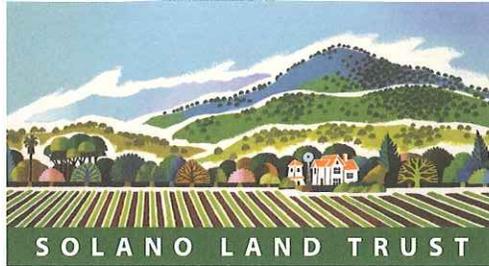
Kevin P. Graham  
CEO/President

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 Spering; 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

[THIS PAGE INTENTIONALLY LEFT BLANK]



RECEIVED

MAR 22 2010

SOLANO TRANSPORTATION  
AUTHORITY

March 22, 2010

Janet Adams  
Deputy Executive Director/Director of Projects  
Solano Transportation Authority  
1 Harbor Center, #130  
Suisun City, CA 94585

Board Members

Ian Anderson  
President

Darrin Berardi  
Secretary

Jeff Dittmer  
Treasurer

Bob Berman  
Immediate Past  
President

Directors  
Frank J. Andrews Jr.  
Elizabeth Fry  
Jane Hicks  
John Isaacson  
Albert Lavezzo  
Russell Lester  
Frank Morris  
Sean Quinn  
Jim Spering

Re: New Bridge impacts on Conservation Easements

Dear Ms Adams,

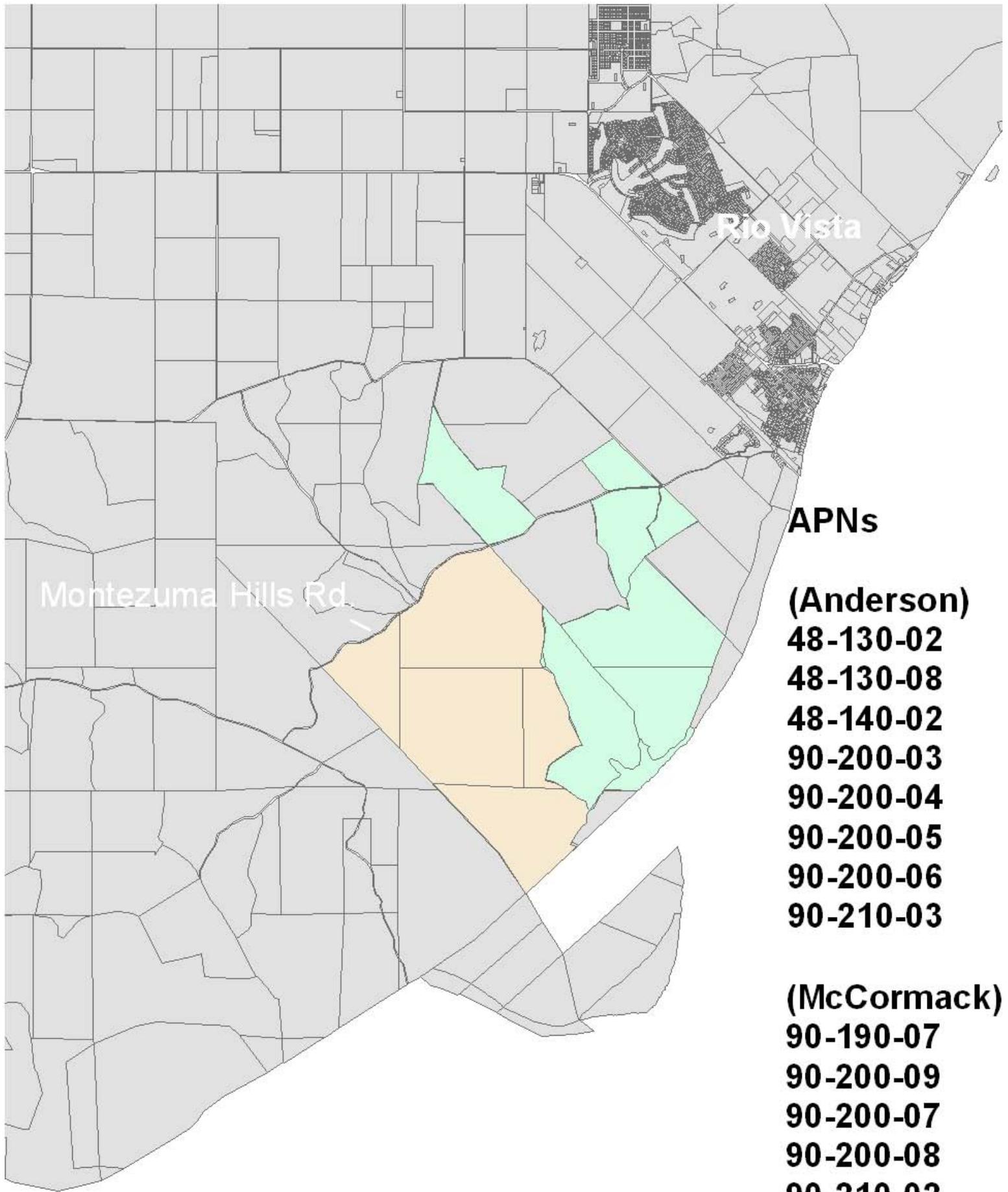
I am writing about a recent news article featured in the Daily Republic (Feb 26<sup>th</sup>) concerning the construction of a new Rio Vista Bridge and its various location options. I am contacting both the Solano Transit Authority and City of Rio Vista to alert the agencies about two large conservation easements we hold in the Montezuma Hills that may be impacted depending on the location of the new bridge.

In 2002 Solano Land Trust acquired a conservation easement on the 1,842-acre Anderson and 1,865-acre McCormack Ranch (map attached including APNs) with funds from the California Farm and Ranch Lands Protection Program (CFPP) and a generous donation from the land owners. These lands are high quality dry land farming and grazing lands. They also represent an unusually large tract of protected ranch land, which helps ensure its future agricultural viability. Today the ranches are owned and actively ranched by Jeannie McCormack and Al Medvitz of McCormack Sheep and Grain.

The terms of the conservation easement prohibit private non-agricultural construction of any kind on the property, including structures, paved roads and bridges. Building the new bridge across these lands would be damaging to the agricultural conservation values of the easement, and disrupt the agricultural operation on that property.

As easement holders, we are obligated to defend the conservation easements we hold for the public. We sincerely hope to avoid conflicts regarding land use and condemnation of our conservation easements, and hope that the STA and the City of Rio Vista will consider placement of any future bridge away from these protected properties. We thank you for your attention to this, and would be happy to answer any questions you may have.

Sincerely,  
  
Nicole Byrd  
Executive Director



Rio Vista

Montezuma Hills Rd.

APNs

(Anderson)

48-130-02

48-130-08

48-140-02

90-200-03

90-200-04

90-200-05

90-200-06

90-210-03

(McCormack)

90-190-07

90-200-09

90-200-07

90-200-08

90-210-02

McCormack Conservation Easement

Anderson Conservation Easement





280 North Front Street | P.O. Box 696  
Rio Vista, California 94571  
tel 707.374.6317 | 800.669.1329  
fax 707.374.6184

May 12, 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,

Our family business, Abel Chevrolet Pontiac Buick, has been serving Rio Vista and the delta communities for nearly 75 years. We are located in Rio Vista on Highway 12 at the foot of the Rio Vista Bridge where passers by see our business. While much of our clientele comes from local traffic, significant business comes to us from thru traffic. Many people "drop in" for sales and service. If the bridge were to be moved to a different location, simply put, we would be not noticed, forgotten and our business would suffer and fail quickly.

The relocation of the bridge to anywhere other than its present location would be detrimental to not only our business, but the vast majority of businesses in our strong community. The failure of our business, as with many other businesses in our community, would have a large impact on multiple levels. We would not be able to continue to provide high level work for our employees who directly support more than 125 people. The sales tax revenues that we generate for both the city and the county would disappear. The over 20,000 customers, citizens, farmers, and more that greatly depend on our services would be affected. Many of our customers return to us out of loyalty from far away and spend their money here, in Rio Vista. They would go elsewhere.



Page 2

We realize that eventually the Rio Vista Bridge will need to be replaced. Highway 12 serves as a major thoroughfare for travelers from Interstate 80 to Interstate 5. We are all for improvements to the infrastructure that makes our community, county and state operate. However, it is extremely critical to consider all areas of impact that this project will have on the community of Rio Vista and its local businesses.

Along these same lines, imposing a toll on the existing bridge would deal a substantial financial blow to our businesses, the community and the surrounding region. Our businesses, our citizens, customers and neighbors in the surrounding communities utilize the bridge many times every single day. A toll would seriously impact local businesses, farms, and families.

We have joined with other business owners and community members who are deeply concerned about emerging plans to relocate the Rio Vista Bridge and impose a toll on traffic across the river. We strongly believe the adverse affects on the community of Rio Vista and its businesses have not been properly researched and studied by the consultants to the Solano Transportation Authority.

Sincerely,



John F. Abel



Ryan Abel



Derek Abel

Abel Chevrolet Pontiac Buick Company





## **SR 12/Rio Vista Bridge Preliminary Study Web and Email Comments DRAFT 6.10**

### **Comments Submitted Through Rio Vista Bridge Web Site**

#### **John R. Anderson**

I 100% support this new bridge thing...especially favor the southern alignment route. One concern: tolls. Will this be a toll bridge? I live directly across the river from Rio Vista. That's our only town to shop. I can't afford to pay tolls every time I need to go there.

I will be out of town so I cannot make the upcoming meeting in Rio Vista. I certainly support this new crossing...especially the "southern" route.

Question: What about tolls? Rio Vista is the only close by and viable town for us folks that live across the river in Isleton and Brannan Island. We all shop and trade there. There is no way I can afford to pay \$4 or more each time I cross that river to buy some coffee, parts for the house, etc.

#### **Response from Janet Adams, Solano Transportation Authority Deputy Executive Director**

Thank you for taking the time to comment on the Rio Vista Bridge Study. Your comment as well as others received over the last year of study will be included in the final study.

Be advised tolls are being considered as a potential funding source for the project as well other potential federal, state, and local sources. Funding a project of this magnitude will likely take a combination of all these potential funding sources to make this project a reality.

It is our intent to conclude our study within the next 4-6 weeks and share it with the public on the STA project website.

If you have any questions about what was presented at our recent public meeting, the entire presentation is also available on the website.

Once again, thank you for your participation and if you have any further questions, don't hesitate to contact me.

#### **Response from John Anderson**

Thank you for writing back.

The toll aspect is either missing from all the promo literature, you've been circulating...or perhaps I missed it. Not that I'm against tolls...but we local Delta folks living here on the other side of the river on otherwise desolate Andrus & Brannan Island should get some sort of exemption. Rio Vista is our only local town of any size to shop. It won't help Rio Vista's trade with the Delta, either. Lodi is about 20+ miles away...and one has to take that awful Satanic-awful "Highway" 12 across Bouldin Island to get there. Of course, if you widen and modernize the Rio Vista Bridge and fund it with a toll, its only logical that you'd do the same for a new Mokelumne River and Potato Slough crossing....for all of the same reasons. Antioch is about 15 miles away and across a Caltrans toll bridge. Sacramento lies even further to the north...no toll yet...but a long drive on dangerous, narrow roads.

As you know, the demographics of Isleton are not exactly at the top of the list, income-wise...indeed, the opposite. I personally think that Highway 12 between Lodi-Suisun should be a toll road. That would pay for its improvements. Especially so for the heavy trucks which currently monopolize the road to save time & fuel....and beat it to a pulp. Frankly, those large trucks should be banned from Highway 12 until it is brought up to modern safety standards, which it currently is NOT. There should be a 5-ton limit imposed on Highway 12 until improvements become reality. That ban would



certainly get attention...and action on 12. I'll pass this toll aspect to other locals so we can all be aware of this fact.

### **Jay and Diana Muehlhausen**

We attended the meeting on 2-25-10, but couldn't stay for the Q&A. Who has the final say on where and what type improvement will be made? It seems like the speaker last night was definitely channeling the audience to not go to certain corridors. I agree that updating the current corridor, causing the split of the town with a four-lane highway, is not a good idea. But, it seems like the southern corridors are already eliminated and the airport road is the way the speaker/agency wants us to go.

And, are you looking at 15 years from now for the projected to be completed?

### **Comments Submitted Through Email**

From: James & Abbie Adkerson

Dear Janet

Our address is 588 Aurora Way, Rio Vista... We will not be able to attend the public meeting on February 12, however we wish you to consider the "Southern Corridor Alternative" as the best choice route for the new Alignment. We feel it will impact the area the least and be the most economical as to cost.

Thank you for your consideration.



From: John Anderson

Ms Adams;

Another thought: Even when the new bridge (ideally the southern route) is built...leave the current bridge in place

for the locals to use at N/C as they have done for decades. This has 2 key advantages that I see:

a) preserving the historical, picturesque and "feel of the Delta" aspects of a classic and famous Delta legacy drawbridge.

b) local access to the heart of Rio Vista and within the Delta by local Delta residents and tourists - the new Delta Center

will be located right at its entrance.

=====

Ms Adams:

Thank you for writing back.

The toll aspect is either missing from all the promo literature you've been circulating...or perhaps I missed it.

**Not that I'm against tolls...**but we **local** Delta folks living here on the other side of the river on otherwise desolate

Andrus & Brannan Island should get some sort of exemption. Rio Vista is our only **local** town of any size to shop.

It won't help Rio Vista's trade with the Delta, either.

Lodi is about 20+ miles away...and one has to take that awful Satanic-awful "Highway" 12 across Bouldin Island

to get there. Of course, if you widen and modernize the Rio Vista Bridge and fund it with a toll, its only logical

that you'd do the same for a new Mokelumne River and Potato Slough crossing...for all of the same reasons.

Antioch is about 15 miles away and across a Caltrans toll bridge. Sacramento lies even further to the north...no

toll yet...but a **long** drive on dangerous, narrow roads.

As you know, the demographics of Isleton aren't exactly at the top of the list, income-wise...indeed, the opposite.

I personally think that Highway 12 between Lodi-Suisun should be a toll road. That would pay for its improvements.

**Especially so** for the heavy trucks which currently monopolize the road to save time & fuel....and beat it to a pulp.

Frankly, those large trucks should be *banned* from Highway 12 until it is brought up to modern safety standards

which it currently is NOT. There should be a 5 ton limit imposed on Highway 12 until improvements become reality.



That ban would certainly get attention...and action on 12.

I'll pass this toll aspect to other locals so we can all be aware of this fact.

Regards-

John Anderson

---

**From:** Janet Adams [mailto:jadams@sta-snci.com]  
**Sent:** Monday, March 08, 2010 8:08 AM  
**To:** John Anderson  
**Cc:** eric@cordobaconsulting.com; 'Mislinski, Steve'  
**Subject:** RE: Rio Vista Bridge

Mr. Anderson,

Thank you for taking the time to comment on the Rio Vista Bridge Study. Your comment as well as others received over the last year of study will be included in the final study.

**Be advised tolls are being considered** as a potential funding source for the project as well other potential Federal, State, and local sources. Funding a project of this magnitude will likely take a combination of all these potential funding sources to make this project a reality.

It is our intent to conclude our study within the next 4-6 weeks and share it with the public on the STA project website.

If you have any questions about what was presented at our recent public meeting the entire presentation is also available on the website.

Once again thank you for your participation and if you have any further questions don't hesitate to contact me.

Janet Adams  
Solano Transportation Authority  
Deputy Executive Director/Director of Projects  
(707) 424-6075

**From:** John Anderson [mailto:JohnA@meyersound.com]  
**Sent:** Thursday, February 11, 2010 1:09 PM  
**To:** jadams@sta-snci.com  
**Subject:** Rio Vista Bridge

I will be out of town so I cannot make the upcoming meeting in Rio Vista.

I certainly support this new crossing...especially the "southern" route.



**Question:** What about tolls? Rio Vista is the only close by and viable town for us folks that live across the river in Isleton and Brannan Island. We all shop and trade there. There is no way I can afford to pay \$4 or more each time I cross that river to buy some coffee, parts for the house, etc.

Please tell me this will not be the case.

John Anderson

Oxbow Marina  
Isleton, Ca



From: Fred Kogler

Mr. Kogler,

Thank you very much for your input and questions regarding this project.

As you are aware, the project is in the preliminary planning stages, and as such, there have not yet been engineering studies completed to investigate and assess visual impacts for the various potential routes.

The project team has discussed internally, as well as at public meetings, the need to study road approach and bridge profiles to assess the appearance of approach embankments and bridge approach viaducts, particularly along Airport Road and the existing State Route. The current project will perform engineering to a level that will allow for a preliminary assessment of visual impacts. However, the full visual impact analysis required under environmental law, will not be carried out until the environmental phase.

At this point, the project exhibit that has been displayed at various meetings is schematic in nature. Intermediate interchange locations have not been determined, and have been shown specifically to highlight that there will be points of access to the City along the route. As the team develops planning level vertical and horizontal geometry, access points will be further assessed and will be shown in locations that make sense geometrically, as well as to address the need for access to the City.

The project team is currently developing preliminary horizontal and vertical alignments and will begin roadway, bridge and tunnel studies soon. As such, the team will be in position for the next public workshop to better discuss bridge approaches, approximately how far the bridges and approach fills may extend into the City, and how the approach fill and approach viaduct appearance may impact visual resources along the potential routes and through the City. In addition, access points will be more defined and better located.

With regard to the route just to the north that was discussed at the City workshop, we are in contact with the City to try to obtain information on the specifics. If you have a sketch on a map showing the route, please forward to me, and the project team will be happy to take a look and assess the merits.

Your input and questions are greatly appreciated. Input from you and other local residents is helping to improve the project and push it forward.

Janet Adams  
Deputy Executive Director/Director of Projects  
Solano Transportation Authority  
(707) 424-6075

**From:** Fred Kogler [mailto:ions.den@frontiernet.net]  
**Sent:** Thursday, October 22, 2009 7:00 AM  
**To:** jadams@sta-snci.com  
**Subject:** Rio Vista Bridge.....planning

Janet,

I have attended the most recent STA presentation for the Rio Vista bridge planning, as well as Oct 20th meeting hosted by the Rio Vista City council, where the potential routes were briefly presented and then "kicked-around" to see where some thoughts about them might be.



Instantly; one thing became apparent. There is no detail of the bridge ramparts that would better demonstrate the IMPACT, particularly when considering the hybride lower bridge on the existing route, or the full height bridge that might intersect on AIRPORT Road.

Of note, were the off ramps that were sketched-in, virtually along side the river. Given the Channel (peak of bridge) would be virtually on the west side of the river, it's hard to fathom how exit ramps to access the city would be built without using elevators, given the height must be nigh a hundred foot near river edge.....??

Ramparts are somewhate mute on the southern or northern route, due to the remoteness.....

There was a clever scheme suggested that ironically has not been drawn on YOUR routes and that is to set a bridge just north, and utilize the "flood-way" perhaps on an elevated causeway, and reconvene the existing highway via a low lying drainage swale, just east of CHURCH Rd.....

So the real question becomes: for a given height bridge, roughly how far are the RAMPARTS from the river edge? Without engineering a bridge, there must be a nominal "model" for the given clear-pass any of these bridges might assume.....??

It was made clear to me the city intends to "proactively" participate in the planning, so Rio Vista has the best potential interface with the new "interstate" freeway.

Fred Kogler