Richard Pauli, 614 West Halladay Street, Seattle, 98119.

H-006-001 MR. PAULI: I'm going to read four paragraphs of a paper that I'm submitting in the box here. It's called "Summary Conclusion."

"This second draft EIS statement is not properly derived from any baseline definition of our dynamically changing environment. The final EIS should address environment change, the rate of change, the risk to consideration of climate models, and the timeline of change plotted against the lifetime of the project," which I now understand is 100 years.

H-006-002 "The entire bored tunnel project is at risk of being terribly embarrassed by this missing science. The bored tunnel EIS draft failed to define existing conditions for the environment. Missing is current reference to recent climate-change research in 2007 IPCC. It's outdated. Current references to recent science on projected sea-level rise to the year 2100 now includes levels up to 7 feet; citations to the current science, such as the UW Climate Impacts Group; and no statement of the duration of the life of the tunnel," which I've heard -- I probably should strike that. It's all right. Go ahead.

H-006-003 "Totally missing from the EIS is any statement as to how the environment will impact the entire project. Everyone who has studied Washington state history knows the story of the most famous bridge failure, nicknamed Galloping Gertie. The marvelous piece of engineering collapsed due to unforeseen, until then, unrealized harmonic stresses that caused the breakdown. The bored tunnel has the benefit of foreknowledge and forewarning of destabilizing and potentially catastrophic events that

H-006-001

The environmental documentation for the project has been prepared in compliance with the National Environmental Policy Act (NEPA)(42 U.S.C. 4322(2)(c)) and the State Environmental Policy Act (SEPA)(Ch. 43.21 C RCW). Climate change is addressed appropriately and consistent with WSDOT guidance. Please refer to the Final EIS for current information.

H-006-002

The design has taken into account current information on climate change and what is reasonably expected to occur for the life of the project. Existing conditions are included in chapter 4 of the SDEIS.

H-006-003

The lead agencies have taken the steps necessary for a successful bored tunnel project. Extensive geotechnical investigations have been performed to characterize the soil conditions that could affect the construction of the bored tunnel. Tunnel design and construction experts from around the world continue to be engaged in the development of the Bored Tunnel Alternative through expert review panels, a Strategic and Technical Advisory Team, and as members of the project team. These experts will continue to advise the lead agencies through the life of the project.

Also, structural engineers generally agree that tunnels are one of the safest places to be during an earthquake because the tunnel moves with the earth.

H-006-003 represent real risk.

"You do not want the bored tunnel to take on the moniker of the underground Galloping Gertie; potential failures made worse by the fact that there are now more than ample warnings to this situation.

(End of comment.)