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**From:** mpj [m-p-j@comcast.net]  
**Sent:** Thursday, November 04, 2010 11:57 PM  
**To:** AWW SDEIS Comments  
**Subject:** sr99 tolling

Angela Freudenstein

**I-076-001** | when i was young there was a toll on us10 across lake washington it was a happy day when it ended then there was a toll on the new floating bridge, oh happy day when the booths were removed same for hood canal all these were for specific amounts and then ended. i think the toll on the old floating bridge was .25 and the toll on the new floating bridge was .35, hood canal was more but seldom used by myself.

it appears from the description that new "electronic tolling" will be a permanent feature and as such offers no hope of eventually being removed this is not typical of "bridge" project funding in my experience and i think should be reconsidered.

**I-076-002** | i live in a modest house and commute each day to an equally modest job and drive from georgetown to ballard in the morning and back every evening one of the good things is the spectacular view of downtown and the bay that i am treated to each morning i will be saddened by the loss of it. this loss does not appear in any assessment of the alaskan way viaduct replacement and it bothers me that it goes not. i remember when the viaduct was new and it was a great improvement to driving through downtown and across the regrade to get aurora ave.

**I-076-003** | this project offers little more than a parkway on the waterfront and greatly increased property values for those few who own real estate between 1st and railroad and no improvement to compensate for my loss.

**I-076-004** | i make my lunch each day. i do not spend 5 to 10 on a snack truck or a diner i am not low income or a minority but if i was i would be insulted by the assessment that there will be no impact me and that i can go get a prepaid transponder the assumption being that i am without a checkbook or debit card. it is stated that i will pay \$4 or \$5 each way each day that is \$50 per week or \$240 per month that is more than 1/2 my total household food budget.

this assessment makes the callus judgment of offering me an opportunity to pay to go to work and to pay to go home and if i don't like it i can drive around because it will save those who do pay 2 minuets in travel time but i will and i will spend a few cents in gas and 10 or 15 minuets extra each way to do it.

M. Jacobs

### **I-076-001**

Long-range planning documents, such as the Puget Sound Regional Council's long-range transportation plan, Transportation 2040, have identified system-wide highway tolling as a means to control congestion and a funding source for future transportation projects as revenues from taxing gasoline continue to diminish. Therefore, consistent with the region's long-range transportation planning strategy, it is possible that the state legislature will continue to impose tolls on SR 99 even after the viaduct replacement is funded.

### **I-076-002**

The visual quality effects of the removal of the viaduct for both the Bored Tunnel (preferred alternative) and the Cut-and-Cover Tunnel Alternative are described in both the Final EIS text as well as Appendix D, Visual Quality Discipline Report. The evaluation of effects covers both the views from the SR 99 roadway (the existing viaduct) as well as views toward the roadway for the Elevated Structure Alternative.

The evaluation and discussion of these effects on today's views from the existing viaduct were also covered in the Supplemental Draft EIS (October 2010) and its Appendix D, Visual Quality Discipline Report, for the Bored Tunnel Alternative which would remove the viaduct.

### **I-076-003**

Any enhancement in property values that may occur would take place after the construction period. And because construction would be completed several years in the future, it is difficult to predict events and condition at that time. Economic conditions are often one of the strongest influences on market values, and these conditions may vary greatly from one year to another. If for example, the Seattle area economy continues to decline substantially as the viaduct is being replaced, completion of the project would likely have less immediate influence on the price of real estate. Because of all the considerations that go into the purchase of

property, the EIS does not speculate on how the project might influence the value of land or buildings in the area.

**I-076-004**

The effects of tolling upon low-income communities is discussed in Final EIS Appendix H, Social Discipline Report. The discussion includes both the effects of choosing to pay a toll to use SR 99 and the effects of choosing an alternate non-tolled route.